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The Forum

EDITED BY WALTER H. PAGE

MARCH, 1895

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THE CITY OF BUFFALO.

BY FRANK PRESBREY.



STANDING in the dazzling light of the world's greatest industrial achievement, fair Buffalo awaits the electric touch. Presently, the mighty force of the Niagara,

sweeping past the city, will be flashed back on copper wires, to put new life into old industries, to bring others into being, to quicken growth in manifold ways, and to make Buffalo graduate from her present proud position of Queen City of the Lakes to that of the Electric City of the World.

Civic pride, strong in all progressive cities,

and distributes the products of a vast area. Then, turning to the future, they see only radiant hues. A storehouse of tremendous power has been opened, greater than anything ever known since the world had a history. The power for industrial uses that can be drawn from that storehouse is practically without limit. Its chief market will be in Buffalo, which is close enough to the seat of power for inexpensive transmission, and which concentrates the best of shipping facilities.

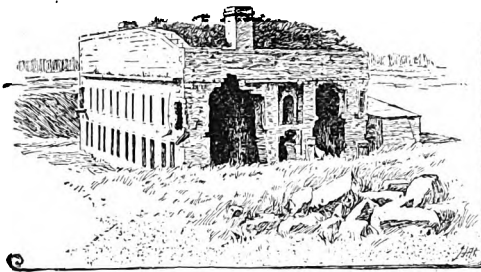
Already thrilling with the new life caused by the increase of twenty thousand population annually, Buffalo will surely go forward with great strides when the full force of Niagara's electric power is felt through all her commercial arteries. So profound is this belief, and so widespread, that outside capital has been pour-



"The Soldiers' Monument in Lafayette Square, commemorative of the deeds of valor of Buffalo's sons."]

finds much to feed upon in Buffalo. Its citizens point to its secure past, its steady, conservative progress until it has become in population the eleventh city on the continent. They point to its present commercial eminence, almost rivaling as a port of entry the greatest shipping center of the world. They direct attention to its unique situation, by virtue of which it receives

ing into Buffalo at a rapid rate for the past few years. Eastern capital that formerly flowed past Buffalo to the West is returning to find more profitable investment nearer home. Cheap power in large quantity builds cities and creates manufacturing centers, and Buffalo's growth may be fairly expected to keep pace with the utilization of Niagara Falls power.



In time there will come at the foot of Lake Erie, and along the shores of Niagara

River, a city of such great proportions, with Buffalo as the nucleus, that it will rank among the greatest cities of the earth.

This is the prophecy that is on the lips of many who have profound belief in Buffalo's future, and who have the further belief that they will not have to live very long to see their prophecy fulfilled. Buffalo's future is so wrapped up in the success of the most remarkable enterprise of the century, the production of electric power at Niagara Falls, that the two must be contemplated together. It is a fascinating contemplation, not only from a local view-point, but for people everywhere who mark the progress of human activity. We have seen but the dawning of the electric age. We are at the threshold of the temple of electric wonders. We have been permitted but a glimpse at the dazzling marvels that are with-

in. Into every thoughtful mind must be borne some comprehension of the revolution that is coming. Its Marseillaise is in the air. Already the flash of instantaneous intelligence girdles the earth. Long-distance telephone wires have leaped from city to city, and the human voice is heard almost across the continent. Night is all but turned into day. The oratory of statesmen, and the music of great composers are stored away as treasures to be heard long after the voices are dumb. And yet the men who have given us most of these wonders are scarcely beyond the prime of life. Electric light as a commercial

factor is but about fifteen years old. What is yet to come? What is there for us in the depths of the undiscovered? Many of the brightest minds of the world are working out the problems of electricity. To the splendid work will come others who will travel easily along the paths that have been blazed by the pioneers, and then will push on to the revelation of further mysteries.

Let no man say that there remains nothing to be discovered. Gauge the future by the past. Who would have dared to say a few years ago that New York would soon be speaking with San Francisco? Electricity is in the air; it is all about us; without it probably we could not live; it is generated by the waves of the sea, by the flight of the birds, by the rubbing of our palms, by the brushing of our hair; and yet what is it? Ask electricians and the wisest of them shake their heads.

"It is life," some of them say.

It is Godlike—terrible in its power to destroy, stupendous in its helpfulness to mankind, yet invisible. Stumbling upon it by chance in the darkness of human groping, we have seized upon it and made it our slave, this master of power; and we have found that it can give us heat and light, cook our food, turn our wheels of industry and carry us where we will. All this already, and the young giant yet in swaddling clothes!

A few years ago a convention of electricians was held in Buffalo. Most of the large cities of this country and Canada were represented, and it was a noteworthy fact that nearly all those present were young men.



["The ruins of Fort Porter—a land mark of war times."]



["There is a very beautiful view of 'The Front' from the Niagara Hotel."]

"There are few gray hairs here," was remarked to one of the delegates.

"Electrical science is young," he significantly replied.



Those bright young men were part of the vanguard of an army of inventors that will turn our old world upside down — modern wonder-workers, a new order of genii rubbing a new Aladdin's lamp.

Now, let it be clearly understood that Buffalo stands in the full glow of the electrical sunrise. Here will be the great theater of electrical activity, where the future triumphs in the use of electricity will be won. The reservoir of the marvelous force is in Niagara Falls at Buffalo's doors, and this city offers the best market for the power. Perhaps the latter statement

may grate harshly upon the feelings of some shortsighted people, who profess to believe that the market for Niagara Falls power is within sound of its roar. What folly! If one third of the electric power that is planned at Niagara Falls is brought into industrial use it will build a solid city from Buffalo to Niagara Falls. And yet such a city would be no greater in area than is Chicago. Plans have been made for the production at Niagara Falls of, in round numbers, 420,000 horse-power, equal to the total amount of steam power now used in the entire State of New York. The amount of steam power now used in Buffalo is estimated at from 55,000 to 65,000 horse-power. These figures give rein to comparison. For the vast power that will be produced by the Niagara Falls Power Company, and other companies that have been formed, the natural market is in the region close to the point of production, and

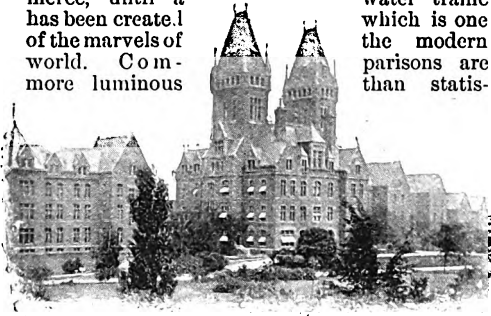
where shipping facilities concentrate. It is absurd to say that use of the power can be confined to a small compass. It will spread over a very large area, but the pivotal point of activity will naturally be at the foot of the great chain of lakes, at the head of the Erie Canal, in the center of the network of trunk railroads that now concentrate at Buffalo, which stands just at the point where Lake Erie narrows into Niagara River. The city completely environs the end of the lake, and extends for a considerable distance along Niagara River. The waters of the chain of Great Lakes rush with great force when narrowed within the banks of the river. Twelve miles from Buffalo, as the crow flies, the waters leap over a precipice forming a sheer descent of 160 feet, giving to the world its grandest of all natural spectacles and greatest water power, the cataract of Niagara Falls.

The commerce of the Great Lakes concentrates at Buffalo. The raw products of field, forest and mine in the West and Northwest are brought to Buffalo by vessel in enormous quantities, and are here received by factories and mills, or are transferred to railroad cars or

canal boats and sent forward on the eastern tide of traffic. The head of the Erie Canal, which connects Lake Erie with the Hudson River and ocean traffic, is at Buffalo. There is an immense concentration of railroad lines at Buffalo, drawn here largely because of the lake traffic. Within the city limits there is a railroad trackage of over 600 miles, and the railroads pay one tenth of the city taxes.

Commerce of the port of Buffalo has kept pace with the development of the West and Northwest. Every new forest despoiled, every new mine opened, and every new tract of terri-

tory cultivated in the vast region tributary to the lake traffic has increased Buffalo's commerce, until a has been created of the marvels of world. Commerce more luminous



["The State Hospital for the Insane is here."]

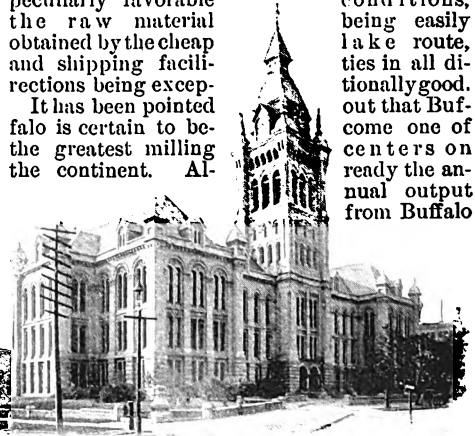
tics. The commerce of the Great Lakes with their 3,500 miles of shore line is five times as great as that which passes through the Suez Canal. It exceeds by 2,000,000 tons the combined foreign and coastwise commerce of the Atlantic, Pacific and Gulf seaboard of the United States. Buffalo has more than one third of the vessel tonnage, and on the basis of exports and imports is the sixth commercial city of the world, ranking after London, Liverpool, New York, Hamburg and Chicago. Since 1886 its vessel tonnage has more than doubled, amounting in 1892 to 9,560,922 with navigation open only 246 days. It may be doubled again in as many years and the volume of commercial business enormously increased, for behind Buffalo are the inexhaustible resources of the West and the Northwest. It is computed that thirty-five millions of people, over half the population of the United States, live in the territory tributary to this commerce, an area as large as that of Great Britain and Ireland. There is no more striking illustration of the growth of Buffalo's receipts by lake than that furnished by the grain trade. In 1836 the receipts of grain amounted to about one million bushels; in 1888 they were one hundred million bushels, and in 1893 nearly two hundred million bushels.



["Its Board of Trade is a noble structure."]

Nature, in her wonderful workings on the North American continent, has scattered her stores so that vessels on the chain of lakes obtain cargoes both ways, a most important point in the cheapening of transportation. The market for western grain is in the East and abroad, while the West demands a vast quantity of coal and manufactured products. Pennsylvania sends into Buffalo every year from seven million to eight million tons of coal. Nearly half of it goes west on vessels. Incidentally, this makes Buffalo the greatest coal-distributing point in the world. The coal trestles of Buffalo are the largest in existence. They have a total annual capacity of about ten million tons. Capital invested in the coal business within the city limits is computed at ten million dollars. Increase in the coal business of Buffalo during the past ten years has been about 80 per cent. With the coal fields so near to Buffalo, the city has had low cost fuel, and manufacturing has been pursued here under peculiarly favorable conditions, the raw material being easily obtained by the cheap lake route, and shipping facilities in all directions being exceptionally good.

It has been pointed out that Buffalo is certain to become one of the greatest milling centers on the continent. Already the annual output from Buffalo



["The municipal buildings are handsome."]

mills is a million and a half barrels of flour. A large amount of milling is still done in the West, but it is believed that after the advent of low cost electric power in Buffalo, much of the western business will be transferred here. Grain can be carried by vessel much cheaper than flour, the difference, it is said, being sufficient to make a fair profit. Buffalo stands closer to the eastern and foreign consumers than Minneapolis and other milling cities of the West, and, consequently, as a business proposition, will gradually draw to her a large portion of the milling business now done at points close to the grain fields.

Writing recently of Buffalo's progress, Mr. C. M. Buchholz, formerly chief engineer of the New York, Lake Erie & Western Railroad, and now president of the Quaker City Elevated Railroad Company of Philadelphia, made the following statement:

"The rapid increase in commerce, in wealth, and in population of Buffalo is due primarily to its location as the eastern terminus of navigation of the long chain of Great Lakes that connect like an imperishable highway the far

Northwest of the United States and some of the richest provinces of the Dominion



That Buffalo increased her manufacturing establishments 200 per cent. from 1880 to 1890, leading all the cities

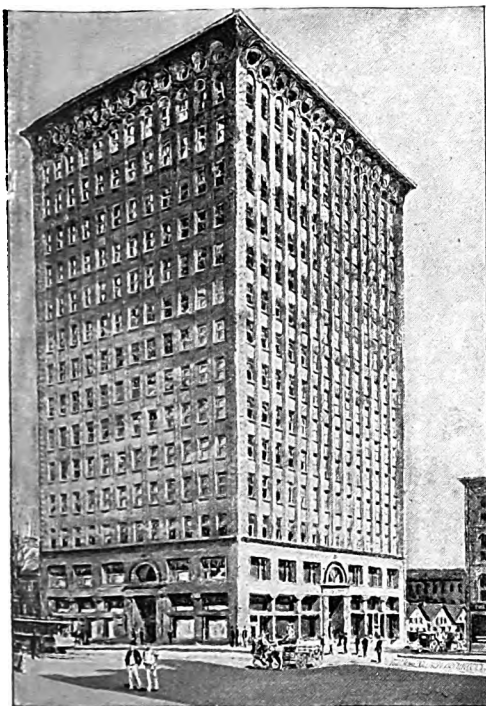


["The harbor of Buffalo is filled with many crafts."]



of Canada with the great trunk lines of the Eastern and Middle States, and with tidewater at New York by means of the Erie Canal. This fortunate situation of Buffalo has made its prosperity especially phenomenal during the last decade, since when the West and Northwest, on account of their own growth, have to purchase all kinds of manufactured articles and millions of tons of coal from the East."

of the United States in this particular. That Buffalo led all the cities of the United States from 1880 to 1890 in the percentage of increase of work-



["One of the buildings which marks Buffalo's progress."] 1

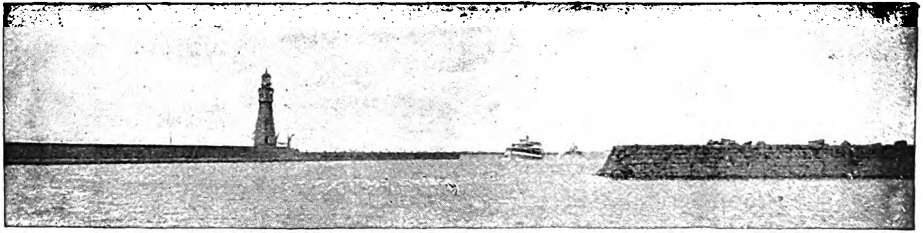
While the commerce of the port of Buffalo has been increasing at a rapid rate, and the railroad traffic, closely interlocked with that of the lake, has been keeping pace with it, the city has been progressing in other ways. By the recent census of the United States the following very interesting facts are shown :



["The Young Men's Christian Association occupies a fine building."] 1

ing people, the increase being 178 per cent. That in wages paid, material used, and in production, from 1880 to 1890, the percentage of increase in Buffalo was greater than that of any city in the United States, except Chicago. That in the percentage of increase in population Buffalo stood second, Chicago being in the lead. But it is worthy of note in this connection that Chicago's fine showing was partially due to the fact that she annexed a number of suburban communities, while Buffalo's growth was all within herself. It is freely and frequently predicted by those who are competent to judge that Buffalo will have a population of half a million at the end of another five years, which will bring us to the beginning of the 20th century, and





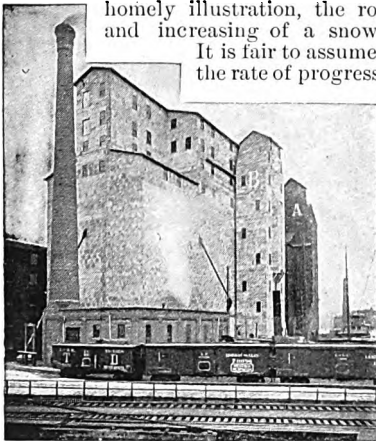
["The entrance of the Buffalo Harbor, through which an enormous commerce passes."]

many believe that the million mark will be reached by the time the coming century is a decade old. The grounds upon which this prediction and belief are founded are well worthy of consideration. If the rate of increase in population since 1890 is kept up until 1900 the city will have a population of half a million by that time. But mark! The rate of increase has been steadily growing greater. From the time when Buffalo became a city until the year 1880 the increase in population averaged twenty thousand every ten years. For the ten years between 1880 and 1890 the increase was twenty thousand every two years. Since 1890 the increase has been fully twenty thousand every year, more than that in some years.

This is cumulative progress. The larger the city grows, the greater is the surface presented for attaching new growths—like, to use a

homely illustration, the rolling and increasing of a snowball.

It is fair to assume that the rate of progress will



["The Marine Elevator is one of the best types of this class of structures."]

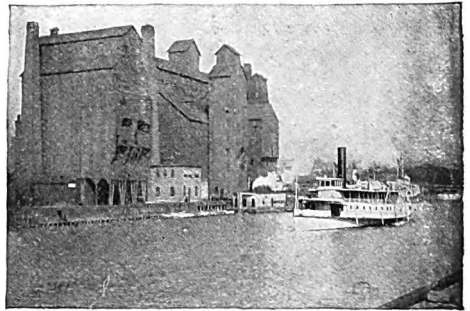
continue to increase and that the number of people added to the population of the city in 1899 will be much larger than the number added in 1894.

The following census figures show the increase in Buffalo's population from 1840 to 1891 :

1840	18,213
1850	42,261
1860	81,129
1870	117,714
1880	155,134
1890	255,647
1891	278,796

There the census figures end, and since 1891 only estimates can be given. The latter,

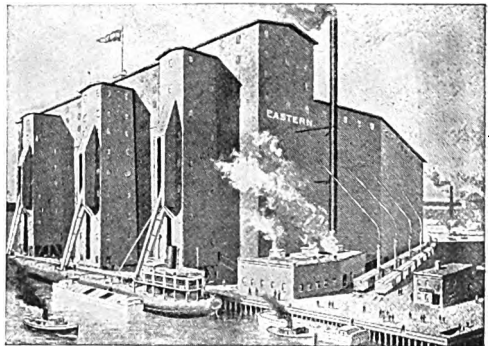
however, if carefully made, are entirely trustworthy. Multiplication of the names in the Buffalo city directory by $3\frac{1}{2}$, which is the conservative multiple employed in Buffalo, though many cities use $3\frac{1}{2}$, gave the city a population ten months ago of over 341,000. It has been



["The elevators are on the Buffalo River."]

found in census years that the multiple of $3\frac{1}{2}$ for directory names fell safely within the line of conservatism. Accordingly, upon this basis, the city's population increased from 278,769 in 1891 to 300,000 in 1892. In 1893 it was 325,000. In the spring of 1894 it was a little over 340,000. A very conservative estimate places the present population of the city at 350,000.

A few years ago Mr. Depew was asked this question: "What do you consider will be the greatest phenomenon of the next ten years?"



["The Eastern has the greatest capacity of any elevator."]

"The wonderful development of the city of Buffalo," was the reply.

G. W. G. Ferris, of Ferris wheel fame, said: "Buffalo will double its population within five or ten years because there the capacity of the water power is to all intents and purposes limitless." The New York *Tribune* has pre-

dicted that Buffalo will have a million inhabitants within a decade, and the *Chicago Tribune* thinks that it will become the manufacturing center of the nation.

Let us put our finger on still another pulse of the city, and one that at all times gives cer-



The residence of Mr. Andrew Langdon.

tain indication of its business health. Turning to the records of the post-office, it is found that the receipts there have increased nearly 300 per cent. since 1880. Here are the figures:

1880.....	\$314,375.09
1894.....	612,300.22

An entire square has been purchased by the government, and has been cleared of buildings



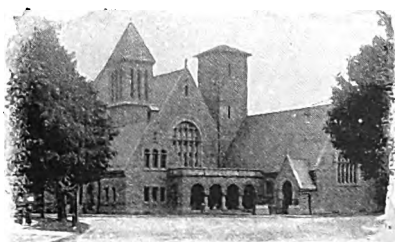
The residence of Mr. George A. Lee.

in preparation for erecting a two million dollar post-office to supersede the present structure, which has been long outgrown.

City assessors, as is well known, trail along in the rear of progress. They raise the valuation of property against the strenuous objection of owners. The city assessors of Buffalo have averaged an increase in valuation of 12 $\frac{7}{10}$ per cent. yearly during the past ten years. By this it will be seen that Buffalo property is good investment. An average increase of 127 per cent. in ten years, on the very conservative basis of valuation by assessors, is large return for money invested. In point of fact, however, the increase in value in the more favored sections of the city has been several times greater than the 12 $\frac{7}{10}$ average of the assessors. Now, all this growth has come naturally as a result of the city's unique location, and splendid physical advantages. It has come because Buffalo stands as the tollgate keeper

on the greatest highway of commerce in the world, levying commercial tribute from railroad, lake and canal; because Buffalo is the receiving and distributing agent for the best half of the best continent in the universe, for the greatest producers and the greatest consumers in the world; because coal for fuel and raw material for manufacturing are brought close to the city by lake and rail, the rich products of field, forest and mine reaching the city by the great lake route, which, it is computed, saves every year, in comparison with the carrying charges of railroads, far more than the entire amount of money that has ever been spent by the government in improving this great interior waterway; and, lastly, because the transportation facilities of Buffalo for distributing the products of her factories are equal to those of any city in the world.

There, concisely put, is the reason for Buffalo's growth up to this time. These same advantages will surely continue to add to Buffalo's greatness. Unassisted, they would undoubtedly place Buffalo in the front rank of American cities. But now there are in favor of the city new potentialities of such vast magnitude that they can scarcely be appreciated. They cannot be measured by old standards. They dazzle comprehension. It is part of the history of communities so fortunate as to have natural power for industrial uses that these communities have grown up to a point which marked the productive limit of the power. Thus, Holyoke, Mass., drawing about 12,000 horse-power from the Connecticut River, has kept pace in city growth with the use of the water power. Holyoke is an excellent illustration of the city-building power of water power. Without that advantage Holyoke would be a small community; with it, there has grown up a prosperous manufacturing city, famed as being one of the largest present producers in the world of energy from flowing water. With double the present amount of power Holyoke would undoubtedly double its present population, for that is the way in which industrial communities grow. Every new factory means a new circle of business activity in the community, including not only



The First Presbyterian Church.

the factory operatives and their families, but butchers, bakers, tailors, tradespeople of many sorts, who find a source of livelihood in the distribution of wages paid out from the factory.



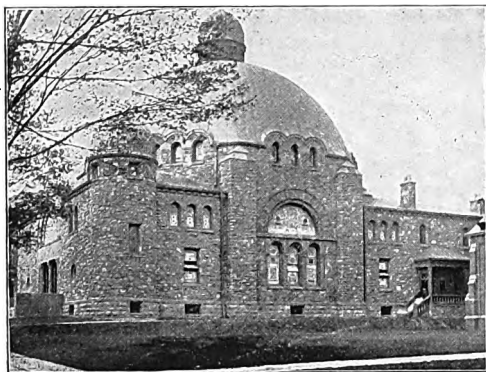
The St. Louis (Catholic) Church.



The Church of the Messiah (Universalist).

Eight American cities, Holyoke, Lawrence, Lowell, Manchester, Minneapolis, Watertown, Oswego and Cohoes, are cited as examples of urban growth as the result of water power. The total amount of power produced in these eight cities from flowing water is 85,745 horse-power, and their total population is considerably less than half a million, averaging about 5,000 people to 1,000 horse-power. It is a simple matter of arithmetic to find, accepting the experience of these eight cities as a basis, that the use of 420,000 horse-power in the Electric City at the foot of Lake Erie and along the shores of the Niagara will mean a population of nearly two millions.

Estimates as to the cost of Niagara Falls power vary, but it is now very generally agreed that the cost, striking an average price for



The Temple Beth Zion (Jewish).

near and distant points, will be about half that of steam power. In considering this subject it should be borne in mind that, after the dynamos are put in motion, the cost of producing the power is comparatively trifling. So long as the present contour of the continent is maintained the Niagara River will continue to flow. Fed by the watersheds of a vast area, the power for turning the tunnel turbines will be forever available. No emergency steam plants will be needed to take the place of failing water as is the case in most cities which depend upon water power. Niagara's power is eternal, and as steady as the march of time.

What a grand gift to mankind is this great volume of water. It will continue to flow steadily on to the sea, not a drop wasted, and, yet, in passing will create energy enough to drive the present machinery of the Empire State. There can be no finer illustration of nature's economy. Millions of tons of coal saved for other uses, and the undiminished waters flow on!

It will readily be seen that in due time the first great outlay for producing electric power from the Niagara will be returned to the investors, and it is reasonable expectation that the cost to the consumers will decrease as time goes on. Several power companies have been formed, and competition in producing and selling the power can be depended upon to keep the price



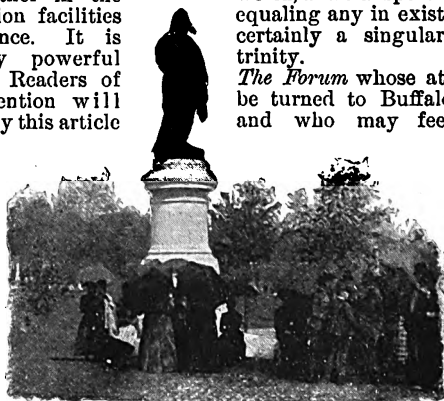
The Residence and Chapel of Bishop Ryan.

low, as the competition of coal and steam will compel the placing of a low price upon the electric power in order that it may supplant steam power.

Let no person imagine that any part of what is here written is set down in a spirit of exaggeration. Thousands of people deeply interested in Buffalo will say that this article is far too conservative. They point to the logic of the situation, asking what must be the result of joining forever the three great industrial economies, cheap and abundant raw materials, unlimited power cheaper than any other in the world, and transportation facilities equaling any in existence. It is certainly a singularity.

Readers of attention will by this article

world, and transportation facilities equaling any in existence. It is certainly a singularity. The Forum whose at-be turned to Buffalo and who may feel



("The Red Jacket Monument is a feature of the Park.")

disposed to cast their fortunes with the Electric City will be pleased to learn that it is admirably situated for greater development. It has an area of 42 square miles, and beyond the city limits there is a wide sweep of farming lands beautifully adapted for factories or suburban homes. There is abundant room in Buffalo and its environs for a city as large as London, and there will never be any need for over-crowding. The electric street-car lines and belt lines of the Central and Erie steam railroads furnish swift and comfortable transportation to the most remote parts of the city, while several electric railroads connect the city with neighboring towns. By a transfer system established a few years ago a passenger can travel for five cents from one end of the city to the other on the electric street-car lines. Last



The residence of Mr. George B. Hayes.

\$365,000, about 33½ miles of water pipe having been laid during the year. About 40 miles were laid in 1893. The total number of miles of water pipe in the city is 430.

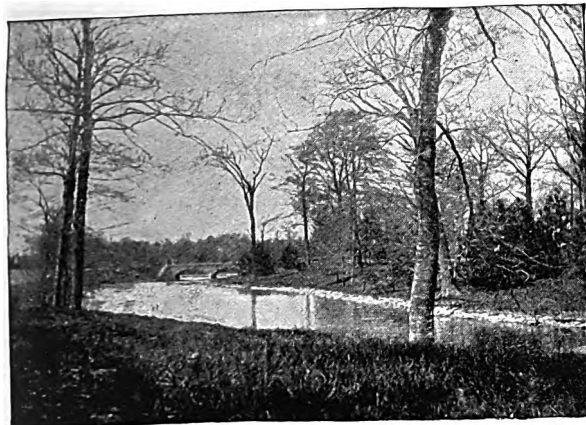
As an indication of the rapid growth of the city, a statement of the water receipts in 1880 and 1894 is here given:

1880	\$216,213.37
1894	696,897.01

Almost a million dollars is spent by the city yearly for educational purposes. The number of teachers employed in the public schools is nearly a thousand. There are in the city 108,000 persons over 5 and under 21 years of age. The city has 63 public schools and the same number of private schools, the latter including the Catholic schools, which are not supported by the municipality.

Of still another possession the good citizens of Buffalo are rightly proud. The city has an awakened public conscience, which has been strong enough to punish political rascalities and to place pure men in public places. In this respect Buffalo has within the past few years achieved notable prominence.

More than most cities, Buffalo is blessed with an independent and upright public press, and the Good Government Club sentiment that "municipal government is business, not politics," has obtained great headway.



["The park system of Buffalo is beautiful"]

year the last horse-car vanished from the streets of Buffalo forever.

Sewerage problems are hard to solve in many cities. There are no such problems in Buffalo. The land on which the city is built slopes gently to the Niagara River, and no engineering difficulties are encountered in getting rid of the city's sewage.

From the Niagara River, at a point above where the sewage of the city enters the stream, the water supply of the city is drawn. There are no contaminating agencies above that point, and the water that is pumped into the mains and reservoir is pure. The municipality owns the water system, which is worth ten million dollars, and makes the rates lower than those of any other city of equal size in the United States—less than a cent a day for unlimited use in the poor man's cottage, and 2½ cents per thousand gallons for manufacturing purposes. Nevertheless, the water bureau pays far more than running expenses. It pays for all extensions and improvements in the service, and last year these cost over



The residence of Mr. George H. Lewis.

The public parks of the city are well planned and beautifully improved. It contains about 900 acres, in different plots, but all connected by handsome boulevards, macadamized and lined with shade trees. An artificial lake, with surroundings upon which the landscape artist



["The new city post office will occupy an entire square."]

has exercised his deftest skill, is much admired by visitors. Back of it is a great meadow, presenting a magnificent sweep of turf. On the south side of the city a new series of parks is being laid out, completing the system from one side of the city to the other, and completely encircling the lake.

Churches in Buffalo are very numerous. There are 184 churches and chapels in the city, including nearly every denomination known in the Christian world. Roman Catholics lead in number of edifices, having one cathedral, thirty churches and ten chapels. The Methodist Episcopalians come next with twenty-three churches and three missions, the Episcopalians have nineteen churches, the Presbyterians eighteen, and the Baptists fifteen churches and five missions. There are thirteen Lutheran churches and twelve of the German Evangelical denomination. Other faiths are represented by a lesser number of edifices. St. Paul's, the cathedral church of the Episcopal

denomination, is a fine example of architecture. St. Joseph's, the Catholic cathedral, is another handsome structure, as are St. Louis Catholic Church and Temple Beth Zion, the latter being the principal Jewish house of worship in the city. Trinity Episcopal Church on Delaware Avenue and the First Presbyterian Church on The Circle are entitled to be classed among the finest sacred edifices in Buffalo.

"The noblest avenue I ever saw," said a famous man who was driven through Delaware Avenue in Buffalo, and yet there are in the city many streets equally fine. A great number of the residence streets of Buffalo were laid out on a generous plan, ninety-nine feet in width, with the pavement forty to fifty feet from curb to curb. In the finer portions of the city there is an almost entire absence of disfiguring fences. Residences are not crowded so closely together as they are in some cities. Great care is taken with lawns.

Shade trees are numerous. The whole effect is exceedingly handsome. Architecture in Buffalo residences is sufficiently varied to present a



The residence of Gen. John C. Graves.



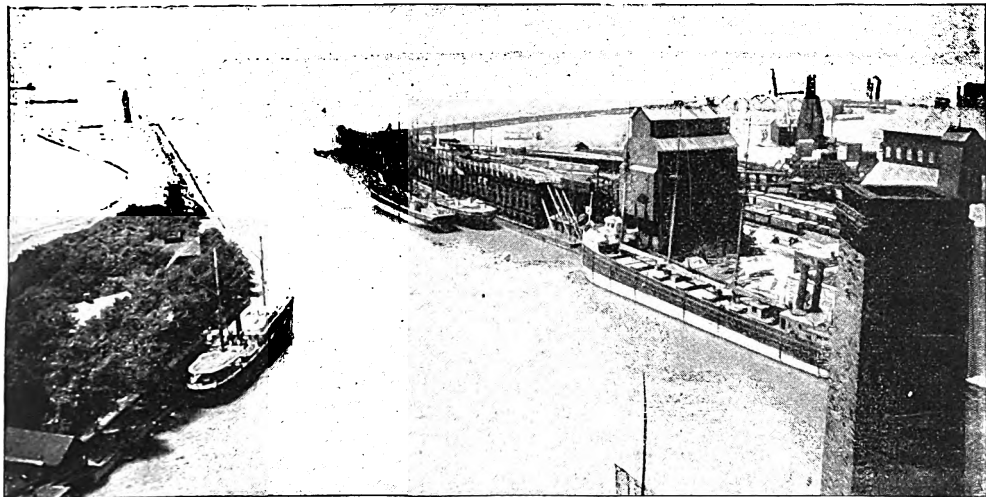
["Delaware Avenue is one of the noted residence streets of the world."]

pleasing lack of uniformity. Many of the large houses built early in the city's history are still standing; square, solid and comfortable looking, but far from beautiful. There are many thousands of the newer residences, however, that will compare favorably with the best houses in any American city.

With theaters, music halls, public libraries, art galleries, churches, charitable and benevolent organizations and other institutions that mark the culture and moral sensibilities of a community Buffalo is well provided. It might, in fact, be termed a thoroughly symmetrical city, inasmuch as everything which goes to make a metropolis is here represented.

Turning to the commercial side of Buffalo's prosperity we find that it is one of the greatest coal distributing points in the world, and the number of persons directly interested in the trade here is considerable. Anthracite coal was shipped soon after the opening of Erie Canal in 1825.

the lines east of Buffalo to make a specialty of the coal traffic, but in that year the New York Central and Northern Central made a contract with J. Langdon & Co., by which it was agreed that Langdon & Co. was to discontinue shipping coal by canal and send it over



["Nearly three million tons of coal were shipped from Buffalo last year."]

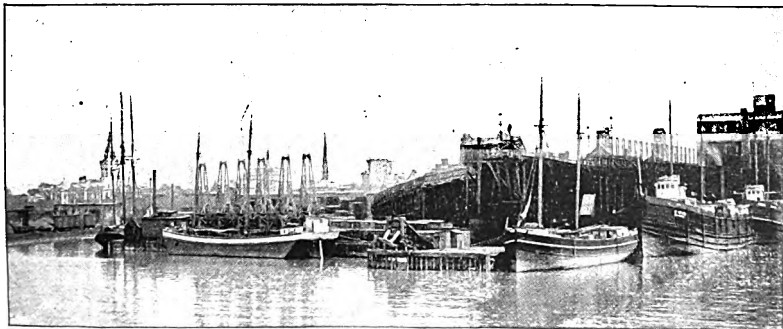
The first shipment by lake was made in 1842. It amounted to 15 tons of lump Lehigh. Compare that modest shipment with the immense loads now forwarded when 3,000 tons are carried in one vessel. For a long time after that coal was sent forward in hogsheads and this method prevailed until early in the '60's. Year by year the trade grew and year by year the facilities for handling the enormous tonnage that developed have been improved until at the past season when 2,485,255 tons of anthracite were sent through Buffalo.

In the early days of the bituminous coal market the entire supply was sent down the lake from Cleveland. In 1845 it amounted to 905 tons. During the past year, semi-official figures give the amount coming into the city at the enormous figure of 2,700,000 tons.

The railroads were not very anxious to carry coal West in the early days of the market and what was practically a prohibitory rate of \$6 per ton was made. As late as the winter of 1871 the Lake Shore made a special rate of \$5

a ton in order to see what the traffic would amount to, but it withdrew the rate on the ground that the coal dirtied the cars. It was not until 1868 that any real effort was made by

the railroad instead. In the following year the Lehigh Valley completed its line from the mines to Waverly, where it transferred the coal to the Erie broad-gauge cars for shipment to this city, which at the time began to show its development as a distributing point. The transfer of the coal was, however, so costly that the Lehigh Valley made a proposition to the Erie to lay a third rail from Waverly to Buffalo, a distance of 167 miles, the cost to be paid out of the earnings from the transportation of the coal for this market. This was the entrance of the Lehigh into this market and was followed a couple of years ago by the company building its own line into the city and building the extensive terminals at the Tift Farm and Cheektowaga.



["Trestles at which vessels load."]

The Lackawanna was not behind in gaining an entrance here, and made a long traffic contract with the New York Central to haul its product. This was terminated when the road

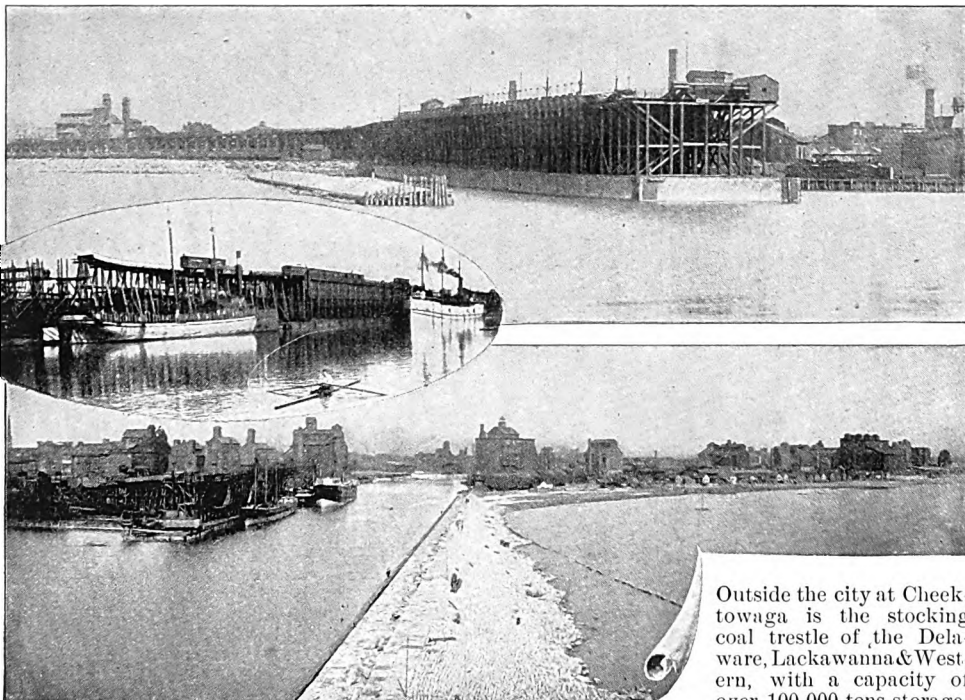
built its own line from Binghamton to this city in 1882.

A large amount of soft coal was sent into the city over the Lake Shore road, which received it from the Pennsylvania up to the building of the Buffalo, New York & Philadelphia (now the Western New York & Pennsylvania) in 1872. About the same time the Buffalo & Jamestown built to Jamestown, where it also received some of the coal. The shipping facilities having been improved, the opening of mines went on a great rate, so that in a short time the principal freight of these roads consisted of coal. The Buffalo, Rochester & Pittsburg was built from Buffalo through the Reynoldsville coal fields in 1882, and opened up a large and productive territory.

1889.....	2,150,657	1892.....	2,852,330
1890.....	2,079,702	1893.....	2,708,673
1891.....	2,365,895	1894.....	2,485,255

The shipping docks and trestles in Buffalo and their respective capacity are:

Name.	Average Shipping Capacity daily, tons.	Average Capacity of Pockets, tons.
W. N. Y. & P. R. R.....	2,500	3,000
D. & H. Canal Company.....	3,500	5,000
D., L. & Western R. R.....	6,000	4,000
Lehigh Docks Nos. 1 and 2.....	9,000	12,000
E. Docks (N. Y., L. E. & W. R. R.)	2,500	3,000
Pennsylvania Coal Company...	3,000	3,300
Reading Docks.....	7,000	6,500
Total.....	33,500	36,800



["The coal docks of Buffalo cover miles of water front."]

It is unfortunate that the railway companies do not care to make public the coal tonnage carried by them to this market, as on that account no record of the shipments can be given except the semi-official estimate of last season, which was 2,700,000 tons.

The following table shows the shipments of coal by lake from here for the past 19 years. This is exclusive of the large amount sent by rail, and of which the figures cannot be had.

1875.....	541,812	1882.....	964,326
1876.....	356,970	1883.....	1,177,074
1877.....	439,399	1884.....	1,350,980
1878.....	325,676	1885.....	1,446,547
1879.....	513,580	1886.....	1,473,924
1880.....	246,050	1887.....	1,819,337
1881.....	841,312	1888.....	2,421,874

Outside the city at Cheektowaga is the stocking coal trestle of the Delaware, Lackawanna & Western, with a capacity of over 100,000 tons storage.

At this place the Lehigh

Valley R. R. has its trestles and stocking plant of 175,000 tons storage capacity, with a shipping capacity of 4,000 tons daily; and has a transfer trestle for loading box cars, with a capacity of 200 cars daily. And at the same point the Erie has a stocking plant, with average daily capacity of 1,000 tons, and storage capacity of 100,000 tons. The local trade is cared for by trestles of the Lehigh Valley, Philadelphia & Reading, Delaware & Hudson, Delaware, Lackawanna & Western, New York, Ontario & Western and the Erie. The Buffalo, Rochester & Pittsburg has terminals on Ganson and Michigan streets, fronting on the Blackwell Canal, with a water frontage of 1,100 feet; also a town delivery yard, with a hoisting plant for loading and coaling vessels, used by the Bell, Lewis & Yates Coal Mining Co.

No article on the city of Buffalo would be complete without a reference to its beautiful and attractive streets, which are now said to be the finest of any city in the world. This is particularly true as regards the pavements. Years ago Paris claimed to have the finest

ness of these firms has apparently had no effect upon the business done by the Barber Asphalt Paving Co., which lays about as much pavement as all the other concerns combined. It is easily within the bounds of good judgment in view of the past experience to pronounce the



["There are as many miles of asphalt pavement in Buffalo as in all the cities of Europe."]

paved streets of all the cities of the world. Then Washington stepped into a place of prominence, but of late years Buffalo is acknowledged to be in the lead. This is due to the fact that nearly three millions of square yards of her pavements have been laid with genuine Trinidad Lake Asphalt by the Barber Asphalt Paving Co. In order to fully appre-

Barber asphalt pavement the Standard Pavement of America. No small degree of the remarkable health of the city of Buffalo is attributable to the fact that her streets are paved with Trinidad asphalt. On asphalt pavements there are no joints, and the natural accumulation of filth is therefore washed into the sewers instead of, as in ordinary pavements, working

ciate this enormous area, it may be stated that Buffalo has more asphalt pavements than all of the European capitals combined, the total of which is only two and one-half million square yards. The Barber Asphalt Paving Co., which is the acknowledged head of the paving companies of this country, uses nothing but Trinidad asphalt, which is brought from the wonderful Pitch Lake, situated in the island of Trinidad, British West Indies. It has been demonstrated by many years of practical experience that this asphalt wears better, and is more adhesive, and offers a surface when finished less likely to become slippery than either the Neuchatel and Seyssel, Sicilian or any other asphaltic product. This company's pavements are to be found in upwards of forty cities of the United



["The Barber Asphalt Paving Company lays as much pavement as all other concerns combined."]

States extending from Boston to Denver and as far south as New Orleans, aggregating upwards of eight millions square yards. As this system of paving spread, many other corporations and firms entered the field, but the combined busi-

ness of these firms has apparently had no effect upon the business done by the Barber Asphalt Paving Co., which lays about as much pavement as all the other concerns combined. It is easily within the bounds of good judgment in view of the past experience to pronounce the

Reference has been made previously in this article to the beautiful Park System of Buffalo. One of its most attractive portions lies along the Lake Front on Prospect Hill. Niagara Street, one of the busy thoroughfares of the city, intersects the Park at Porter Avenue, which latter street runs from its intersection with North Street at The Circle to the Lake Front. Facing this Park on Porter Avenue and Seventh Street, but one square removed from Niagara Street, is the beautiful Niagara Hotel, erected a few years ago by Mr. Geo. H. Lewis, a wealthy citizen who had in mind more the erection of a beautiful edifice which should be a credit to Buffalo and add to her fame, than any personal profits which would accrue from the business it should enjoy. The Niagara is, in every sense, typical of the highest attainments in hotel architecture and interior finish. It is, in fact, in many ways not only ideal, but far in advance, in point of elegance, of any other hotel outside of New York City. The Niagara was built and furnished, and is run upon the theory that it is possible to combine in a public house all of the elements of a refined elegant home life, with the conveniences of a hotel. The impression which the visitor gains upon entering the house, is, therefore, that of quiet homelike

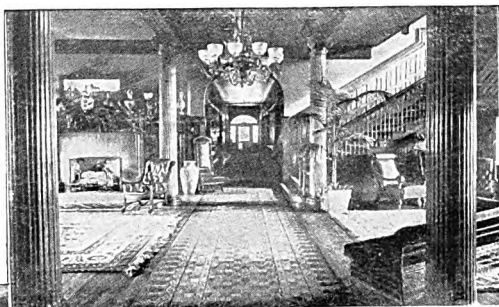
rarest plants and occupies the entire court in the center of the house. Around its edges are broad piazzas, the floors of which are covered with rich oriental rugs, with here and there



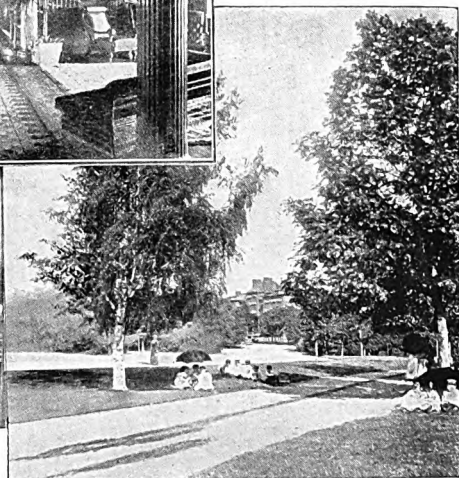
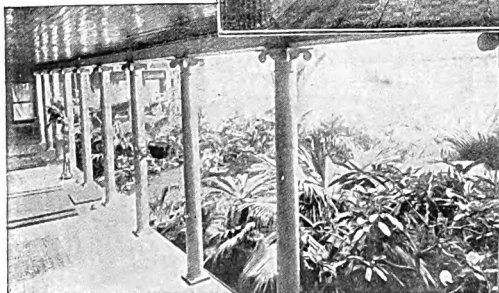
["The Niagara is typical of the highest attainments in hotel architecture."]

groups of easy chairs inviting repose. Upon one side is the beautiful dining room with glass doors opening into the palm garden, and this portion of the wide veranda is occupied by tables, so that those who prefer to do so may take their meals in the conservatory.

The hotel is furnished throughout in perfect taste, and even luxuriantly. All of the sleeping rooms afford beautiful views of either the Park or the silvery lake



["The interior is restful and luxurious."]



luxuriance rather than the stereotyped atmosphere of the usual commercial hotel. This impression is largely enhanced by the beautiful main hallway with its numerous library chairs, beautiful rugs, and handsome and gorgeously shaded lamps. Directly opposite the entrance and opening into the hall through wide glass doors is a large and beautiful palm garden covered with glass. This is filled with the

which lies but a short distance beyond the hotel. The cuisine is all that would be expected in such a perfectly appointed house, which is admirably managed by Mr. C. J. Spaulding. The Niagara is within easy access from the railway stations, and yet is removed from the business thoroughfares. Many people make it their permanent home.

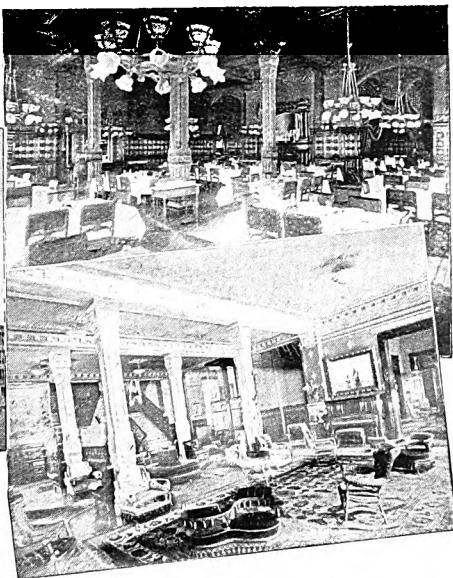
The Iroquois, of which Woolley & Gerrans are lessees, is one of the most prominent and



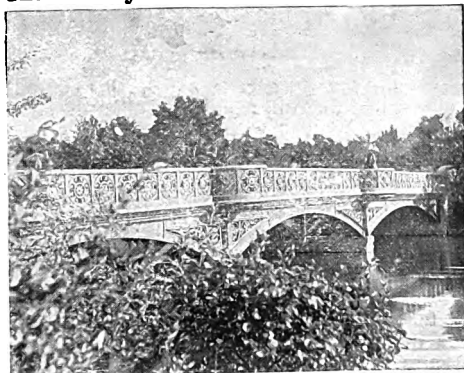
["The Iroquois Hotel—a superb structure."]

popular institutions of Buffalo. It is a beautiful and in every way complete hostelry, thoroughly fire-proof and finished throughout in great luxuriousness and in good taste. It is located at the corner of Main and Eagle streets, the very heart of the business section of Buffalo, and therefore convenient to all stations, theaters and places of amusement, as well as the commercial centers. In addition to the very large and beautiful dining-room, there is a handsomely appointed ladies' restaurant on the lower floor, with a separate entrance on Eagle Street, and also a restaurant for gentlemen, where the entourage is pleasing and the carte and service of the finest. The Hotel Iroquois cost nearly \$1,000,000, and no higher praise could be given it than to say that it is one of the most complete, beautiful and comfortable hotels in America. The above firm are also proprietors of the Grand Union Hotel, Saratoga, and their popularity is as broad as the world itself.

The Genesee Hotel, which stands prominently at the corner of Genesee and Main streets, is exceedingly popular with the traveling public. It is run on both the American and European plans, and is attractively and richly furnished throughout. The café is a beautifully decorated room of ample proportions and the serv-



ice is perfect. In the basement, and attached to the house, are the finest Turkish Baths in the State outside of New York. It is conveniently located, being just at the point where the business section of the city merges into the residential, and is ably managed by Mr. Thomas Cary.



One of the beautiful Park Driveways.

Buffalo is amply supplied with places of amusement. The Music Hall, on Main Street, corner of Edward, being the largest building of its kind in the city, and is of modern construction. The Academy of Music, on Main Street, near Seneca. The Star, on Genesee Street, corner Mohawk, The Lyceum, on Washington Street, near Lafayette, and The Court Street, on Court, near Pearl, are the principal theatres.

Several immense business blocks are in course of construction. They are what is known as the "Chicago construction" or sky-scraping variety.

For several years the amount of money spent on building operations in Buffalo has averaged about \$10,000,000 annually.



["The Genesee is popular with the travelling public."]



["There are many attractive homes on the North Side."]

Buffalo has long been called the City of Homes, and that this name is well bestowed, no one at all familiar with the residence section of the city will deny. It is said, and with truth, that no city of similar size has so many miles of beautiful streets and avenues lined with attractive and comfortable homes as has Buffalo. There are few streets in the country that for homelike beauty will rival the famous Delaware Avenue; and parallel with it the hardly less well-known Elmwood Avenue stretches directly away from the business section of the city, through the parks and out even to Tonawanda.

For the visitor to the city no more delightful drive can be planned than through this section. Starting from the Erie County Savings Bank, and following Delaware Avenue directly through the parks of the city along the shore of the beautiful little lake, which is a part of the park system, and then out on the Niagara Boulevard, which passes through the heart of North Park with its fine residences, beautiful lawns and

shade trees, and the best paved streets in the world; and then to return via Delaware Avenue, through the park to "The Front,"—a drive along and overlooking the Harbor and Lake Erie in the distance—this constitutes a drive of such attractiveness as can be offered by few cities of the country.

The tide of home-building and improvements seems to have followed the line of these two avenues until to-day the North side is unquestionably "the" residence section of the city. Where three years ago was nothing—absolutely nothing but rocks and trees—to-day stand miles of well built houses, the homes of cultured and refined people. First, filling the demand for nearby and attractively located homes, came the development of Central Park and its adjoining residence sections; and now, in close proximity and just beyond the beautiful park system of the North side, the continually increasing demand for homes has caused the planning and development of North Park, Delaware Hill, Crocker Park, Summit Park, Kensington Park, and the other sections which go to make up what is termed "The New North Side."

This region stretches from beyond Elmwood Avenue on the west to Kensington and Bailey avenues on the east—a distance of some three and a half miles—the whole of it is now rapidly becoming a part of the city to which the eyes of all new comers turn, both for home-making and for investment. Under the efficient management of some of Buffalo's leading men the whole district is being carefully laid out, streets have been paved, sewers have been and are being constructed, and the unusually fine system of electric car lines which cover Buffalo are being extended so as to bring every portion of this region within a few minutes' ride of the business center.

As a single item in this development, an entire cemetery at the junction of Delaware and Hertel avenues is being removed in order to clear away any possible objections to nearby property, and leave additional Delaware Avenue frontage for choice residences.



["Hertel Avenue, a beautiful boulevard paved in asphalt."]



["A fine class of houses characterizes the North Side section."]

The mistakes which have been made in many cities in laying out subdivisions, notably that of not having the streets in direct continuation of the streets of the city proper, have been avoided in the North-side parks, the general plan of which was suggested by Mr. Frederick Law Olmsted, the very well known landscape gardener of New York, who laid out Central Park, New York, and the World's Columbian Exposition Grounds at Chicago, and has been

requested by act of Congress to plan the extension of the streets of Washington, D. C.

Still another element in the development of this North Side section, and by no means an unimportant one, is that the streets have been laid out, graded, sewered, and in many instances paved in advance of home-building, this being a reversal of the customary and too frequent plan of the building coming first and letting the street improvements follow tardily afterwards.

The experience in many instances of suburban development is that the promoters of the enterprises, being solely interested in making sales, are more or less regardless of the subsequent satisfaction of the purchasers, or the future of the section. This criticism will never hold in the matter of the North Side region of Buffalo, because the gentlemen having the development in hand are themselves the owners, and have invested many thousand dollars in permanent improvements. This fact guarantees a watchful and continued interest in the entire property, which is one of the most important factors to purchasers.

In all of the parks of the North-side section there are building restrictions which will insure a fine class of residences. Under these restrictions it will be impossible for speculators or others to build an inferior quality of houses which would depreciate the general value of the surrounding lots.

A writer has recently said: "There is no one feature which has done so much to elevate the standard of the residential portion of our American

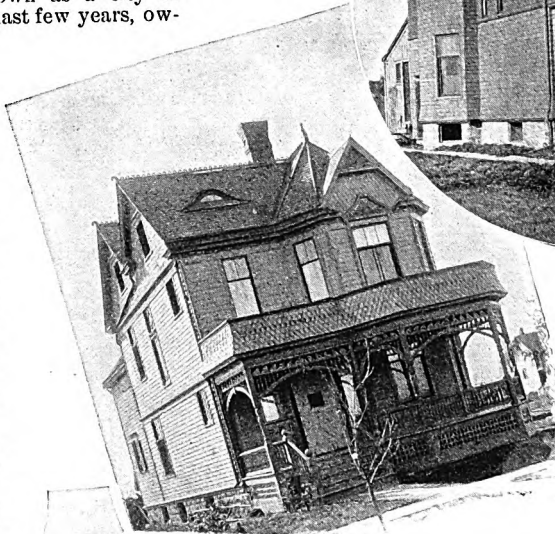


["The Niagara Falls Boulevard is destined to be built up with handsome residences."]

cities as the invention of the trolley street cars. It has, in fact, largely revolutionized social conditions, by making it possible for men in moderate circumstances to build for themselves homes in the outlying sections of our great cities. It is this, also, to a considerable extent, which has relieved the congestion in the centers of many of the larger places. This is particularly true of the city of Buffalo, which, although it has always been known as a city of homes, has, during the last few years, owing to the introduction of trolley lines, spread out to the north, and has developed a beautiful residential section where, but a few years ago, it was open farming country.

The trolley lines, which start from the center of the city, run out through this region over two or three routes, and make it easily possible for a man to have a home three or four miles from the intersection of Main and Niagara streets, and still be within a comparatively short ride from his office.

"The development of this 'North Side' section of Buffalo is one of the most remarkable on record, and the various 'parks,' as the subdivisions are called, will, within the next decade, form, collectively, as handsome a residential section as can



be found in any city on the continent. This beautiful section of Buffalo has been very judiciously and efficiently handled by the chief owners.

Hundreds of thousands of dollars have been and are being spent in permanently improving the streets, laying sewers, water and gas pipes and establishing many important betterments which, in most localities, have only come after the property has been built up. Homes are being very rapidly erected and all of them are of a splendid class; in fact, the restrictions placed upon building prevent any deterioration on account of cheap structures."

In addition to the many streets which, as extensions of the most beautiful avenues of the city, traverse this section, Hertel Avenue, the great east and west thoroughfare of the north side, demands attention. It is 100 feet wide, is paved throughout its entire length, and, with the beautiful trees which line it, and the handsome houses which are rapidly being erected, bids fair to become at no distant day "The Delaware Avenue" of "The New North Side." A twelve-foot brick



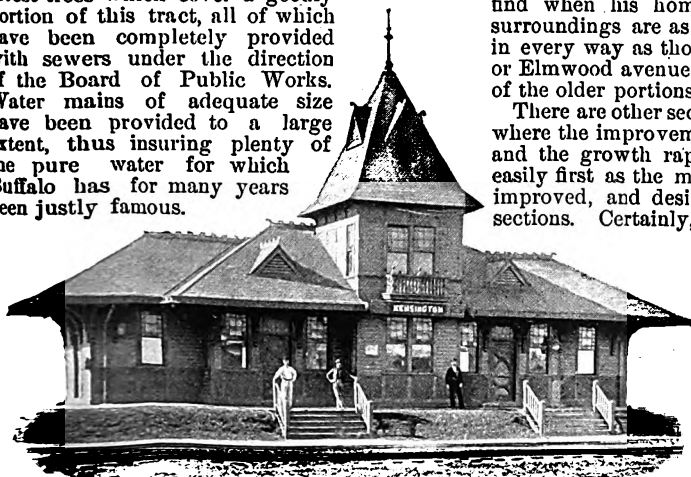
["A Kensington Park Home."]

sewer has been constructed along the line of this street at immense expense, by the city, and a double trolley line is now in readiness for operation.

For Summit Park great improvements are in prospect for 1895 in the line of sewers, water mains, paving and building, for which preparations have already been made and are under way.

In speaking of the "Summit Park Tract," it is not amiss to call attention to its accessibility to the business portion of the city. Flanked on the west by Main Street and on the east by Bailey Avenue, with their trolley lines, and being adjacent to the Erie and the D., L. & W. R. R.'s at their Main Street stations, makes it a fine opportunity for any business man desiring a home to have one on a territory that has an elevation equal to any within the city limits. No other section of the city surpasses it for beauty of location and extensiveness of view from homes placed thereon. It will be restricted to dwellings in keeping with a first-class residence section of the city.

No equal area of the city has shown more improvement during the past year than the one hundred acres known as Kensington Park. Nearly four miles of broad streets have been laid out through the fine natural growth of forest trees which cover a goodly portion of this tract, all of which have been completely provided with sewers under the direction of the Board of Public Works. Water mains of adequate size have been provided to a large extent, thus insuring plenty of the pure water for which Buffalo has for many years been justly famous.

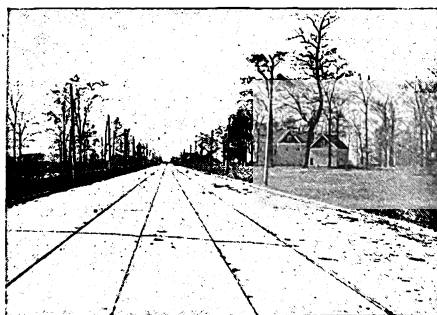


["The Kensington Station has telegraph and express offices."]

Nearly a mile of paving now surrounds the tract on two sides. Bailey Avenue, forming its eastern boundary, is claimed to be the longest unbroken stretch of asphalt paving in the world.

Kensington Avenue itself, on which the park fronts for two thirds of a mile, is a very wide avenue, some three miles long, and paved in asphalt. It is laid out on the general plan of the beautiful Linwood Avenue, whose counterpart it will be in the "New North Side" section in time to come. In addition to this, a new trolley line is laid, skirting the park on two sides and reaching the heart of the city by way of Main Street without transfer, which, with the additional steam transportation afforded by the New York, Lake Erie & Western R. R., opens up this beautiful locality for desirable and reasonable priced homes.

In planning the development of this section of the city, it has been the intention of those most interested to restrict within certain limits the ownership of the property and the character of proposed improvements, and thus to insure for all time the desirability of having and occupying a home within its limits. The plan has also been to push all improvements to a completion before offering the prop-

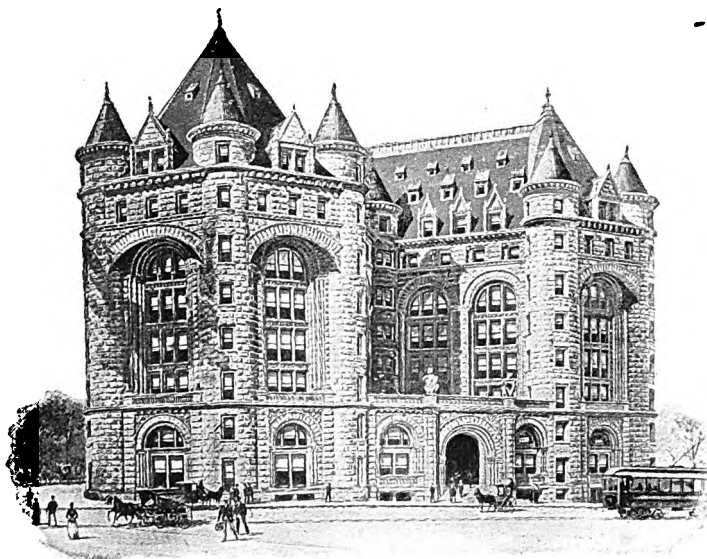


["Kensington is laid out on the plan of Linwood Avenue."]

erty to homeseekers, so that the usual trouble attending the opening of streets, the building of sewers, laying of water and gas pipes, and the building of street railroads, might be avoided. A person building now, therefore, will find when his home is completed, that his surroundings are as attractive and satisfactory in every way as though he were on Delaware or Elmwood avenues, south of the park, or any of the older portions of the city.

There are other sections of the city, of course, where the improvements have been substantial and the growth rapid, but this section stands easily first as the most thoroughly developed, improved, and desirable of the new residence sections. Certainly, the homeseeker and investment-maker should

thoroughly acquaint himself with "The New North Side," when investigating the different portions of the city, as there are many opportunities for judicious investment there, which will bring handsome and certain returns.



["The Erie County Savings Bank, which cost over \$1,000,000."]

One of the most successful financial institutions in the world, so far as its record of attainments is concerned, is the Erie County Savings Bank of Buffalo, which was founded in 1854, and has almost from its inception taken front rank among the financial institutions of the Empire State and the nation. The building which they occupy at the junction of Main, Niagara, Church and Pearl streets is one of the finest bank structures in the world, and is a source of great pride to every Buffalonian. It is constructed of Connecticut granite, with tile roof, and viewed from any quarter is architecturally beautiful and imposing. It is ten stories high, and as nearly fire-proof as human ingenuity could make it. The interior wood-work throughout is richly finished mahogany and marble, and within its walls are 150 handsome office rooms, occupied by leading business firms. The bank rooms, which occupy the main floor, are very spacious and even luxuriously appointed. The enormous burglar-

proof safes and vaults are of the latest and most approved patterns. The



["Power Building owned by the estate of Francis H. Root."]

building cost upwards of \$1,000,000. The deposits entrusted to the bank are nearly \$17,000,000, representing the accounts of over forty-two thousand people, and the surplus now exceeds \$2,500,000. David R. Morse is President; Philo D. Beard, first Vice-president; Oliver J. Eggert, second Vice-president; Robert S. Donaldson, Secretary and Treasurer; William J. Humason, Assistant Secretary and Treasurer. These gentlemen are all known as men of the highest business integrity and sagacity.

The Fidelity Trust & Guaranty Co. was organized May 1, 1893, and has among its officers and trustees many of the best known and the most successful financiers and business men in the city, who felt that

a solid institution of this character would receive the support and confidence of the community, and be appreciated by the various individuals and corporations whose interests it aims to serve. These expectations have been more than fulfilled, as its deposits now amount to more than \$2,000,000, made up by many deposits, and its business in all the branches contem-



["The Ellicott Block will occupy an entire square."]

plated by a Trust Company is steadily increasing. The company has an ample capital of \$500,000, fully paid, and is well equipped to perform the functions entrusted to it. To receive deposits and allow interest thereon, to issue time or demand certificates of deposit drawing interest, to loan its funds on mortgage security, or approved collateral, and to act as executor and administrator of estates, guardian of minors, committee for an insane person, receiver, assignee or trustee and registrar of stocks and bonds of corporations. The company is very fortunate in the personnel of its officers and trustees, who are: George V. Forman, President; George S. Field, Vice-President; T. S. McFarland, Secretary. The company occupies commodious and handsomely furnished quarters on the ground floor, Main-street side of the Erie County Savings Bank Building.



["The Manufacturers and Traders Bank is prominent."]

Prominent among the representative banking institutions is the Manufacturers and Traders Bank, which was organized in 1856, with a capital of \$200,000. The capital was increased to \$500,000 in 1859, and to \$900,000 in 1870. The bank, as its name implies, particularly promotes the interests of merchants and manufacturers, and does a large general business. The

sisting of \$529,437.99 cash on hand, and cash with banks amounting to \$941,768.69. The liabilities, exclusive of capital and deposits, consist of surplus and undivided profits aggregating \$597,760.57. The President, Mr. Pascal P. Pratt, is one of Buffalo's representative men, and an able financier and vigorous exponent of the soundest principles of banking and finance. Mr. James H. Madison has been Cashier for over 25 years. Mr. Harry T. Ramsdell, Assistant Cashier, has been with the bank over 20 years, occupying his present position for 10 years. The directors of the bank are: Pascal P. Pratt, President; Bronson C. Rumsey, Vice-president; Robert L. Fryer, Second Vice-president; James H. Madison, Cashier; Harry T. Ramsdell, Assistant Cashier; Franklin D. Locke, William H. Glenny, William Hamlin, John J. McWilliams, George S. Field, George B. Hayes, Robert K. Root and H. Sellers McKee.

The view on this page of the junction of three prominent streets is from the windows of the City Bank. While one of the youngest banks in Buffalo, having commenced business in March, 1893, it is exceedingly strong, having a capital of \$300,000 and a surplus of \$150,000. Illustrating the confidence in its organizers it is interesting to note that the total subscription to the stock was over \$800,000. The City Bank owns the beautiful five-story building which it occupies. It has an investment security department, a foreign travelers' room, a business men's exchange, telegraph and telephone offices and messengers, a woman's department with finely appointed reading, writing and retiring rooms, and on the tables are found all of the leading English, French and German periodicals. An Information Department has



["The view of the junction of three principal streets is from the windows of the City Bank."]

deposits in a bank indicate the degree of confidence reposed in it by those who do business within its sphere of commercial activity. This rule, recognized as a certain test by the best banking authorities, applied to the Manufacturers and Traders Bank, demonstrates that it is one of the soundest and most capably managed banks in the United States. Its deposits aggregate \$4,176,387.88. The resources are \$5,674,148.45, and it has a reserve of \$1,471,206.68, con-

been opened to facilitate the prompt answering of questions from customers. As illustrating the rapid growth of the bank it may be stated that its deposits have increased from \$727,000 in June, 1893, to \$1,713,000 in December last. The officers are: Wm. C. Cornwell, President; P. H. Griffin, V. P.; Hon. Charles Daniels, Second V. P.; Alfred J. Barnes, Cashier; John R. Boag, Assistant Cashier, and James B. Berry, Second Assistant Cashier.

The Bank of Buffalo, of which Mr. Sherman S. Jewett, whose name is thoroughly identified with the growth and development of the city, was the first President, was organized in 1873. Since that time it has grown into one of

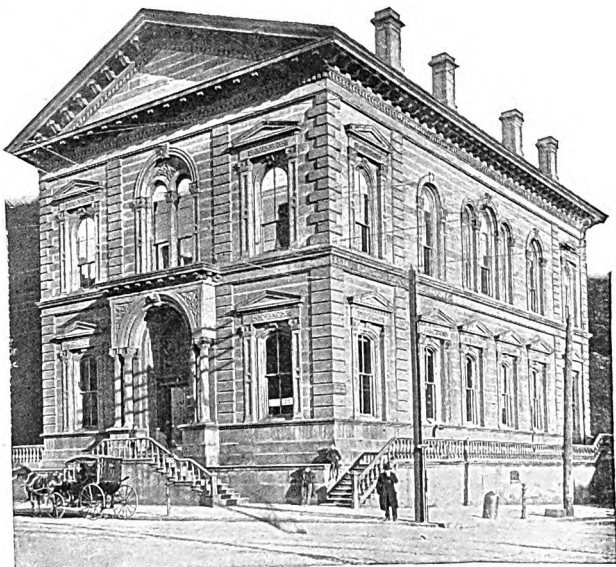


[“The Bank of Buffalo has recently erected a beautiful building.”]

Buffalo's largest banks, with resources of nearly \$4,000,000, and with deposits of over \$3,000,000. It has a capital of \$300,000 and a surplus of the same amount, and the liberal and yet conservative and strong management has given it the splendid position which it occupies. It has recently erected a beautiful and absolutely fire-proof building for its own exclusive use, constructed entirely of granite and steel. The ground floor is wholly occupied, for banking purposes, the vaults being in the basement. The bookkeepers occupy a gallery, and under this arrangement it is possible to give more space on the main floor for the transaction of current business with the public. A room is devoted to women, and every facility is offered them in the keeping of accounts. The basement is high and well lighted, and contains, in addition to the vaults, the engine, boiler and supply rooms, and lunch rooms for the officers and clerks. On the second floor of the building is a beautiful room for the sole use of the directors, and above this floor is one used for the storage. The President of the Bank of Buffalo is John N. Scatcherd, head, also, of the well-known lumber firm of Scatcherd & Son, a director in the Buffalo Street Railway Co., and interested in many other public enterprises. Sherman S. Rogers, Vice-presi-

dent, is the senior member of the law firm of Rogers, Locke & Milburn, one of the strongest and best known in Buffalo. Elliott C. McDougal is Cashier; John L. Daniels and Geo. Meadoway are the Assistant Cashiers.

The oldest savings bank in the city is the Buffalo Savings Bank, which was established in 1846, and has had among its trustees many famous men, notable among whom was Millard Fillmore, formerly President of the United States. The substantial bank building at the corner of Washington and Lafayette streets, facing Lafayette Square, has long been a landmark in Buffalo, the Grosvenor Free Library having for many years occupied the upper portion of the spacious structure. This institution is an excellent example of its class of financial institutions, which have much to do with the building up of the city in which they are located, by encouraging systematic savings, and thereby helping the prudent to secure homes. In none of our greater cities has this been more true than in Buffalo, which is said to have a larger number of home-owners, in proportion to its population, than any other city. The Buffalo Savings Bank has assets of \$11,943,000, face value, or \$12,314,953, market value. Its deposits amount to \$10,376,276, and it has a surplus, the market value of which amounts to \$1,938,676. Of its assets, nearly \$7,000,000 are in the form of bond and mortgages, which are secured by real estate. It carries in its own and other banks over \$1,000,000 in cash, and, like other institutions of its class, pays interest on deposits of from one to three thousand dollars. The officers of the Bank



[“The oldest savings bank in the city is the Buffalo Savings Bank.”]

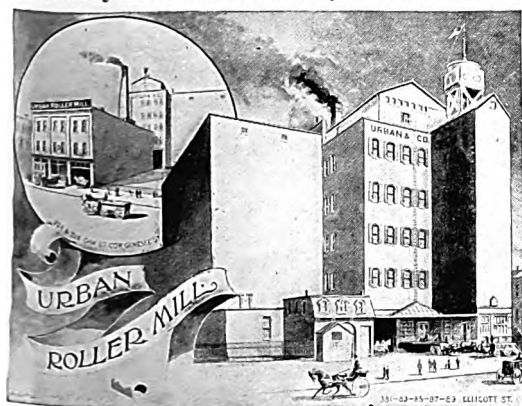
are: Edward Bennett, President; J. M. Richmond, First Vice-pres.; Christopher Rodenbach, Second Vice-pres.; John U. Wayland, Sec'y; Edward G. Becker, Ass't Sec'y. Its trustees are among the best known men in Buffalo.



["The People's Bank does a large business."]

The People's Bank, located at 257 Washington Street, adjoining the Post-office, has a capital of \$300,000 and a surplus of \$100,000; Mr. Daniel O'Day is its President; Mr. Arthur D. Bissell, its Vice-president; C. W. Hammond its Cashier, and C. T. Lathrop, Assistant. It makes a specialty of commercial accounts and collections, and does a very large and thriving business. Its deposits aggregate \$1,732,868.

The Urban Roller Mill, which covers a half square of ground, running through from Ellcott to Oak Street, in the very center of the business section of the city, was established in 1846 by George Urban, but is now conducted by Messrs. George Urban, Jr., E. G. S. Miller and W. C. Urban. The plant includes a large five story mill, and a four-story warehouse and



["The brands of the Urban Roller Mill are justly popular."]

commodious and well-appointed offices. The mill is equipped with the latest improved roller-process machinery for making the finest grades of flour, and has 17 double sets of rolls and a capacity of 600 barrels of flour, daily. Large quantities of the mill's fine brands are exported.

The Empire State Savings Bank is one of the solid financial institutions of Buffalo. Its officers, Messrs. Andrew Langdon, Prest., G. A. Stringer, First V. P., J. S. Voltz, Second V. P. and G. W. Townsend, Sec. and Treas., are all well-known financiers and give their undivided personal attention to the interests of the bank. The list of Trustees includes some of the best-known business and professional men of Buffalo. The bank has a very large list of depositors and pays four per cent. interest on sums from \$1.00 to \$3,000. Its total resources are \$743,148.82, and its surplus, \$40,865.39.



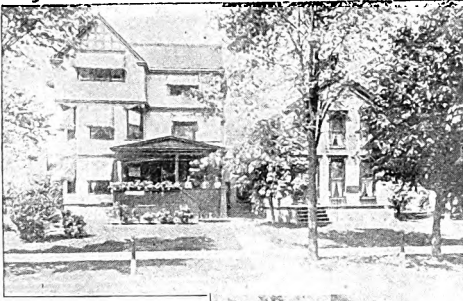
["The Empire State Savings Bank Building."]

The business of Wm. H. Walker Co., wholesale boots, shoes and rubbers, was established by Wm. H. Walker in 1876. Since that time it has increased in magnitude until now it is as large as that of any house in this line in the State. The firm occupies the structure, 77 to 83 Pearl St.,

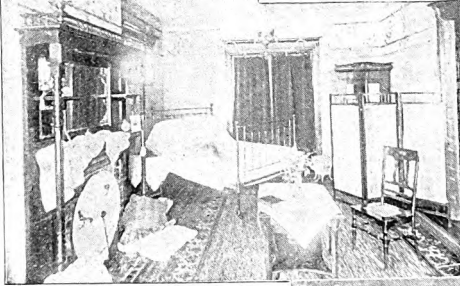


["W. H. Walker & Co.'s large wholesale warehouse."]

which was erected especially for them. There are eight floors, with an acre of space, and the firm's business extends through many States.

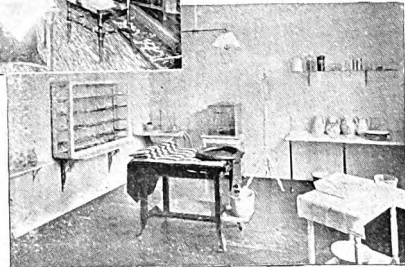


The Lexington Heights Hospital is a private hotel for the sick. It is located in the best portion of the city—Lexington Avenue, near Elmwood—high, dry and light, with an abundance of sunshine, and is thoroughly equipped for the performance of surgical operations and the care of the seriously ill. Its staff is made up from the leading physicians and surgeons of Western New-York; it has a trained corps of nurses and attendants under most efficient superintendence, and possesses all the details and requirements of sanitation, diet and care. There are three buildings—the Main Hospital, the Bond-Pierce Cottage and the Nurses' Cottage. The bottom illustration shows the operating room, which possesses every facility and safeguard known to science for the performance of all operations, from the simplest to the most



of private patients; and is one of the most cheerful, homelike spots devoted to the sick. The manufacture of mineral water is represented by the Gibson Howard Co., which has recently started in business. They are the manufacturers of the Hungerford Lithia Water, which has superior qualities and is endorsed by prominent physicians of this city and elsewhere. It has already met with a very large sale. Their establishment is located at 69-71 Cary Street.

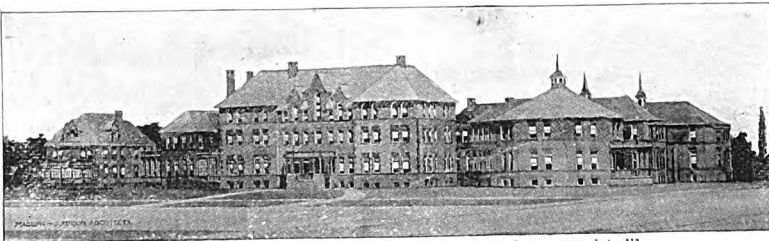
In the year 1852, eight young men, inspired with a desire to do something to help other young men who were coming as strangers to the city, in a lawyer's office, in the third story of the Kremlin Block, organized what is now the Young Men's Christian Association. They had little conception of what was to grow out of



[“The Lexington Heights Hospital of Buffalo.”]

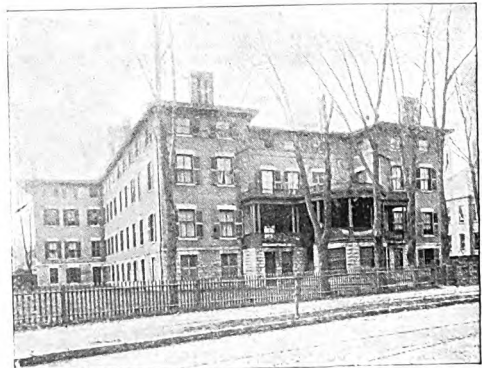
this insignificant movement, nor did they even know that they were organizing an association which should be forever counted as the third among the near two thousand now doing their noble work for young men in the United States.

The Orphan asylum is worthy of assistance.



[“The plans of the new Homeopathic hospital are complete.”]

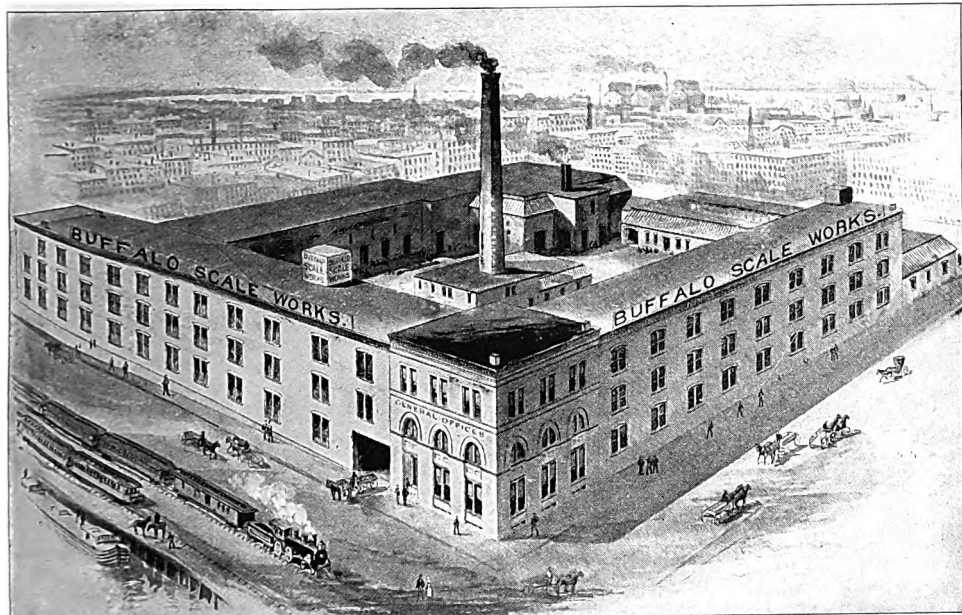
complex and serious. In this room have been performed some of the most remarkable operations of this day, made possible only by the most scientific and aseptic appointments. The center picture shows a typical private room. There is also full equipment for electric and bath treatment. The rooms (there are no wards) of the Hospital are nicely furnished and the patients enjoy all the luxury, quiet and seclusion of a private house. The Lexington Heights Hospital is distinctively a private hotel for the sick. Controlled by no one school or by no one surgeon, every patient has perfect freedom in the selection of attendance—the Hospital requiring only that the skill shall be of the highest and the attendance most painstaking. The Hospital is at the service of all first-class physicians and surgeons for the care



The Buffalo Scale Co. was organized over thirty years ago, and from its very inception has met with the largest and continued success, the high quality of its goods commending them to purchasers in all parts of the world.

been the theme of many of the ablest descriptive writers and novelists for years.

There is along the Lehigh Valley an almost limitless number of delightful spots for vacation-time visitors, and every summer season



["The Buffalo Scale Co. is the largest concern in the United States devoted exclusively to the manufacture of scales."]

It is the largest concern in the United States devoted exclusively to the manufacture of scales. Mr. Geo. S. Linen, President; Mr. T. L. Richmond, Treasurer; Mr. F. A. Avery, Secretary; Mr. J. H. Usher, Mechanical Superintendent.

Reference has been made heretofore in this article to the enormous railroad interests of Buffalo, which city is one of the three largest railroad centers in the world. Prominent among the trunk lines centering here is the Lehigh Valley R. R., a favorite route for passenger travel between New York and Buffalo, partly because of the beautiful scenery along its line and partly because it runs such superb vestibule trains. As the engines of this line consume Anthracite coal, there are, in consequence no smoke or cinders, the bane of travel on most railroads. Every through train carries in addition to the Pullman sleepers dining cars, which are conducted on the European plan, and old travelers will tell you that the meals served on this road are as good as can be had in the best of New York hotels. Quick time is made between Buffalo and New York, and a through service is also maintained by the Lehigh Valley between New York and Chicago. The scenery along the line of this great railroad is beautiful and picturesque. It traverses a section justly famous as "the Switzerland of America."

The illustration given is of the wonderfully mountainous and romantic region about Mauch Chunk, Pa., a spot which has

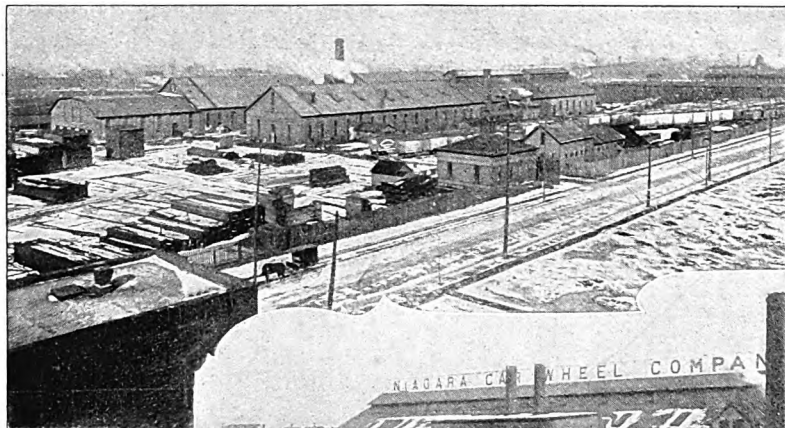
these resorts are filled. It is particularly popular with Buffalonians as it is the most easily accessible region where the bracing tonic of the mountains may be enjoyed, together with excellent hotels, beautiful scenery, and the best of opportunities for riding, driving, and trout fishing.

For through passenger travel between the lakes and the seaboard, there is no more completely equipped route than by the Lehigh.



The Buffalo Car Manufacturing Co., an enormous concern, well and thoroughly equipped with the most modern machinery, was established in 1872 and has been constantly in operation ever since. It constructs all kinds of freight

With every dealer in metal ware in the United States the name of Sidney Shepard & Co. of Buffalo is familiar, they being among the largest manufacturers in this country of stamped, pieced, japanned and galvanized ware and various sheet metal goods. Their business was established nearly 60 years ago, and the premises they now occupy are very extensive and equipped with the very best



["Buffalo Car Mfg. Co."]

and refrigerator cars, and has a daily capacity of twenty-five finished cars. This plant completely covers 12 acres of ground. The Niagara Car Wheel Company, which has lately built a new wheel foundry, one of the most complete in the country, has a capacity of 450 wheels per day. Both works furnish their products to all



["Niagara Car Wheel Co."]

modern appliances, much of their machinery being specially designed and constructed by themselves in their own Machine Department. Aluminum kitchen utensils are fast displacing enameled ware, as they do not flake off, rust or corrode, and do not scorch the food in cooking, and this firm are leading manufacturers of this light and beautiful ware. The firm is represented on the road by nearly fifty traveling salesmen, who cover regularly every section of the country. The Western trade, which is very large and continually increasing, is cared for by their Chicago house at 23-25 Ran-



the large trunk lines in the country, it being conceded the standard of excellence.

It is such institutions as the Buffalo Car Works Co. and the Niagara Car Wheel Co. which give a city its substantial character, as the amount of capital invested is very large, and a great number of men are steadily employed. Mr. Geo. W. Miller is President of both companies, Mr. W. H. Gardner being General Manager of the Car Works, and Mr. A. B. Neill, General Manager of the Car Wheel Co. The city offices are in the Coal and Iron Exchange Building on Washington Street.



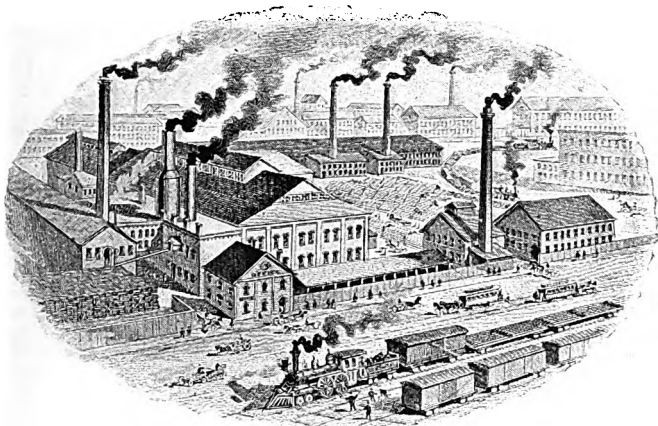
["The works of Sidney Shepard & Co. are extensive."]

dolph Street. The Sidney Shepard Company's plant in Buffalo has long been one of the most substantial in the city.

The Buffalo Cast Iron Pipe Co., the immense size of whose plant is shown in the accompanying illustration, has been in existence a quarter of a century. The concern manufactures all sizes and kinds of cast iron pipe for water, gas, and steam, from three inches to three feet in diameter. Two years ago they built a thoroughly modern plant, covering fully twelve acres of land, and laid a convenient system of tracks, which gives them railroad connections with every road running into Buffalo. Possessing these unusual facilities for shipment, and with a wide extending patronage, of many years' standing, it is but little wonder that their trade is constantly increasing, and large additions to their facilities for manufacture are necessary to keep pace with the demand for their output. It is such establishments as the Buffalo Cast Iron Pipe Co. that give a city strength and solidity, and add materially to its growth. A small army of men, including many skilled workmen, are regularly employed by the company, and thousands of dollars are paid weekly in wages.

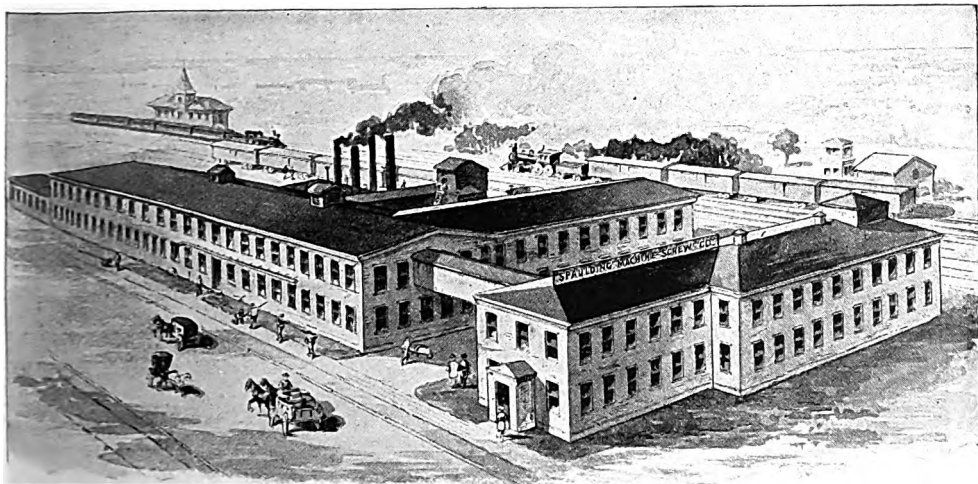
The President, Mr. George B. Hayes, one of Buffalo's most substantial citizens, was the founder of this industry, and is still active in its management. The output of the company

sive plant covers a large area and is constructed in the most modern style. It employs nearly 200 hands, and much of the time work goes on night and day, the excellence of the company's specialties having resulted in an enormous trade wherever bicycles are used. A large ad-



["It is such concerns as the Buffalo Cast Iron Pipe Co. which give a city strength."]

dition to their works is about to be built to keep pace with its increasing trade. This will make the plant one of the largest in America of its kind. The company's specialty is the manufacture of sheet metal connections for bicycle frames, which are rapidly taking the place of the forged connections heretofore made, because they are less expensive and



["The works of the Spaulding Machine Screw Company are very extensive."]

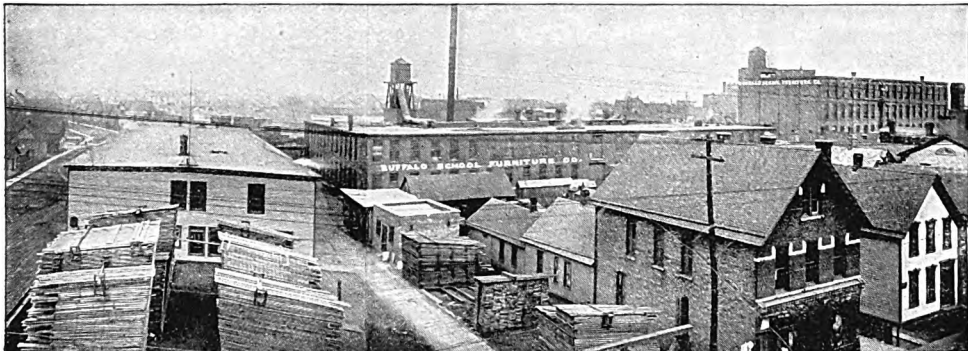
is shipped to every quarter of the country, and its excellence has been so well attested by the experience of years that it is acknowledged to be the standard piping of the country by leading civil engineers.

The Spaulding Machine Screw Co., whose works are in the suburb Kensington, are leading makers of bicycle fittings. Their exten-

lighter, yet are as strong as the forged connections. Their use effects a great saving in the cost of manufacturing bicycles. The Spaulding Co. also controls the output of three manufacturers of bicycle chains, another of wood rims, and a fifth, of saddles. They also make steel balls for anti-friction bearings, pedals, wrenches, bearing cases, foot brakes, lamp brackets, etc.

The plant of the Buffalo School Furniture Co. is conceded to be the largest and most complete for doing fine cabinet work in Buffalo, and is excelled by but few, if any, establishments of its class in the entire country. Its buildings and shops occupy several acres of floor space, and the hum of its many

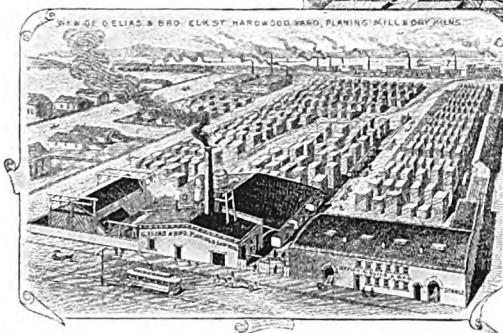
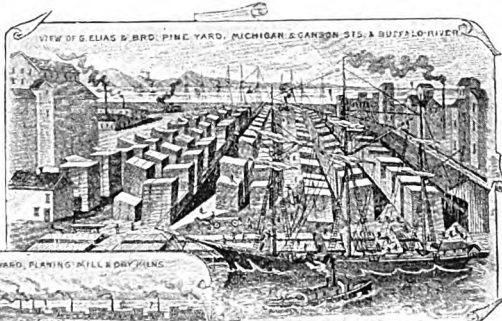
As typical of Buffalo's enormous lumber interests no better illustration could be cited than the firm of G. Elias & Bro. It was established in 1881, and is at present the largest lumber establishment in Buffalo, and is well known throughout the entire country and abroad. Their long dock and immense yards are located



["The product of the Buffalo School Furniture Company is adopted as the standard in most of the modern schools."]

machines indicates that a large business is being done in spite of the hard times. The company has been favorably known throughout the width and length of the country for two decades for the excellence of its school furniture, which is acknowledged to be the best produced in America, and is the standard adopted by the most modern schools. The establishment is now recognized as occupying the same place in regard to the superior class of its fine cabinet and bank work; and large and expensive orders are constantly being filled for leading office buildings and financial institutions in various cities. The City Bank and Hydraulic Bank of Buffalo have been furnished by this concern, and in these beautiful bank rooms may be seen good examples

on the Buffalo River, one yard being devoted exclusively to white and Norway pine, shingles and lath. The hardwood yard, shown lower in the picture, covers fifteen acres, and running through it are the railroad switches of the Buffalo Creek R'y, a belt line connecting with every railroad entering the city. Lumber is here received and forwarded on their own



["G. Elias & Bro.'s immense lumber yards."]

tracks all over the United States and Canada and to seaboard cities for shipment to England and Germany, where the firm enjoys a very large trade. It is said that in this yard is carried the largest and most varied and choicest collection of American woods that can be found concentrated at any one point in the United States. The

plant includes two dry kilns, an immense planing mill, and a 300 horse-power Corliss engine. There are also over 600 linear feet of sheds in which are stored enormous quantities of dressed lumber. The yard for local and other trade is very heavily stocked with a great variety of lumber. Upwards of 100 men are constantly employed by G. Elias & Bro., and it is, taken all in all, one of the most complete establishments of its kind in the country.

of the company's work in this line. Fine cabinet work for residences is also one of its specialties. About 400 are employed, and the company occupies extensive buildings devoted exclusively to their own business. They are well constructed and specially adapted for the rapid and economical production of the firm's specialties. The President is O. S. Garretson; Vice-president, James M. Hutchison; Secretary, John W. Cary, Jr., and Treasurer, E. C. Shafer.

The great increase in labor saving devices the past decade has practically revolutionized business methods. This is particularly true of the typewriter, which is now in almost universal use. So greatly has the invention facilitated the transaction of business that a Supreme Court judge recently said that the courts of the country would be blocked were it not that the typewriter made it possible for the judges to read

be changed by the operator. *The alignment is absolute*, and is not effected by wear of pivots or other delicate parts. It will print in as good alignment on twenty sheets of manifold copy as upon a single sheet. No other machine will do this. It has a full key board—one key for each character. The action is even and easy, each key depresses the same distance, the touch is uniform. It is as nearly noiseless as a machine can ever be.

The *platin* is a novel feature of the Burns. It is raised, and at the same time turns so that the writing is brought into view; this is done by a downward motion of the hand, and is noiseless.

In general appearance the Burns is very similar to the Smith-Premier, and is finished entirely and very handsomely in black enamel and nickel.



["The Burns Typewriter Co. employ many operatives."]

so many more briefs and arguments, that would be impossible if they were all hand-written. Like the sewing machine, the typewriter can be said to have passed an evolution, and each new machine brought out improves on its predecessors. This truism is emphasized in the new machine known as the "Burns typewriter," manufactured in Buffalo. It is a writing machine for professionals, and has combined in it all the good features of the old typewriters and many new and novel ones, making the new Burns superior in every respect to any other made.

Almost any kind of a watch can be made to keep good time—for a few days. So almost any kind of a writing machine will show good results—for a short time, but they do not last. They get out of order easily, and after a few months' wear the best of them write unevenly—

out of alignment—and must be sent out to be realigned at a considerable cost. In about five years the machine is worn out and must be thrown away, and in addition to the original cost there must be spent anywhere from twenty-five to fifty dollars for repairs.



["The Burns Typewriter."]

The mechanical construction of the Burns makes it indestructible. It is built entirely of steel and iron. All of the wearing points are *hardened steel*. The Burns uses steel type, and prints seventy-six characters, and the type can



Prominently connected with the bicycle industry is the Niagara Cycle Fittings Co., at Nos. 198 and 200 Terrace, opposite the City Hall. It was organized in the early days of bicycle industry, in 1885, by its present proprietors, and incorporated in 1894. It employs from 75 to 125 hands, and manufactures a line of finished and semi-finished parts of bicycles,

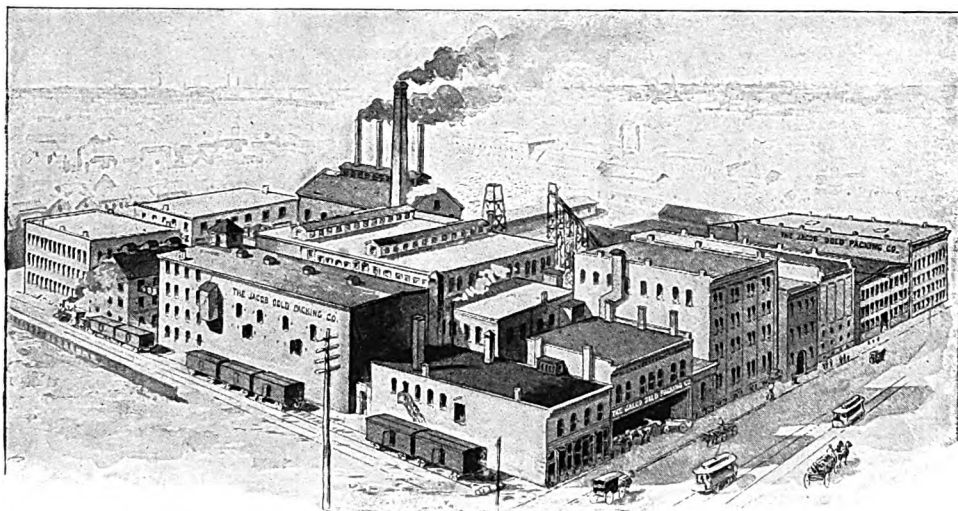


["The Niagara Cycle Fittings Company's plant."]

specialties being pedals, wrenches, spokes, nipples, etc. They also handle the output of several other factories in addition to their own, as jobbers. Nearly every bicycle factory in this continent, large or small, draws at least a portion of its supplies from this establishment.

The live-stock trade of Buffalo is enormous. The yearly receipts of live stock amount to about one hundred thousand carloads. The

three enormous and modern packing houses in operation: one in Buffalo, one in Kansas City, and one in Wichita, Kansas; the full capacity



["The enormous plant of the Jacob Dold Packing Company occupies five acres."]

number of animals now handled yearly — cattle, horses, sheep and hogs — is about nine millions, almost double the number handled in

in the three houses being 5,000 hogs per day in winter and 4,000 in summer, and 600 cattle and 400 sheep, daily, all the year around.

The business transacted last year amounted to over \$10,000,000. This company are curing the best brand of smoked meats there is in the market, under the names of West-phalia and Niagara. They also manufacture the celebrated brand of Jacob Dold White Rose Lard, which is always clear, fresh and pure, and which cannot be excelled. Canned meats of all kinds are put up under the name of Buffalo Brand, which will speak for itself upon trial. It also puts on the market a fine variety of pickled goods, pigs' feet, tripe, tongue; and

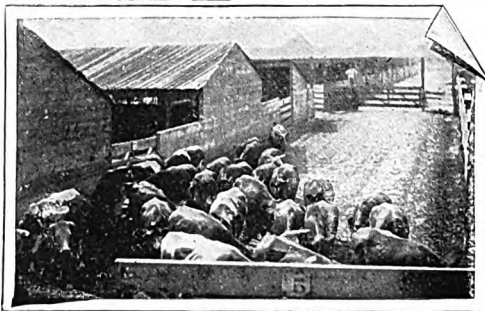
rare bits for which there is great demand. They sell barrel pork, lard, green and sweet pickled meats in full car lots or broken lots at the regular market price, and guarantee all goods to



1883. Buffalo is the second largest live-stock market in the world, it is also the second largest cattle and hog market, the largest sheep market and one of the largest horse and mule markets.

Some interesting computations that linger in the mind have been made concerning the traffic of the city. If all the live stock received in one year at Buffalo were placed in a solid procession ten abreast, they would extend for 1,600 miles. The daily receipts would make a procession about five miles long and ten abreast.

The Jacob Dold Packing Co., the greatest institution of its kind in Buffalo, and one of the largest in the entire country, commenced business in 1850 on a small scale, buying live stock, butchering them, and selling meat at wholesale until 1860, when it started a regular pork-packing business, with a capacity of 50 hogs per day. Since then it has grown steadily and strongly from year to year until it now has

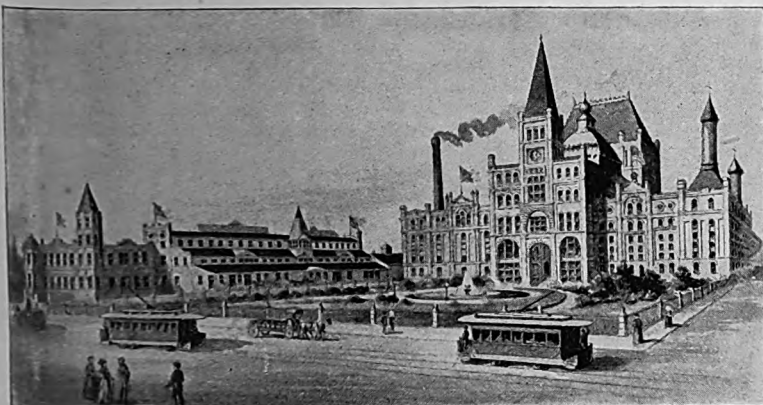


["A great number being killed daily."]

be for what they are sold for. The plant is very extensive, covering over five acres.

The Gerhard Lang Park Brewery is well known throughout all of Western New York and the country to the south and west of Buffalo, and a considerable portion of its product is bottled for export trade. The brewery was established just a half a century ago by Mr. Phillip Born, who was afterwards succeeded by Mr. Jacob Weppner, who conducted the

branch depots in Boston, Baltimore, and Washington, and ships large amounts to Philadelphia and New York in special refrigerator cars. Mr. Edwin G. S. Miller, the active manager, is the son-in-law of the late Gerhard Lang, is a native Buffalonian, a director in a number of Buffalo's financial institutions and is well known as a man of sound ability and thorough experience.



["The Gerhard Lang Brewery is well known."]

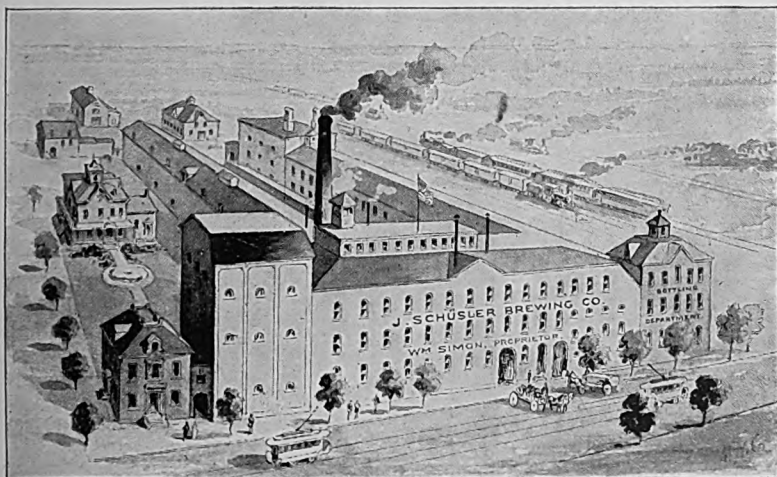
business very successfully up to 1863, when Mr. Gerhard Lang assumed control, giving the enormous plant his name. Mr. Lang died in July, 1892, and the business is now under the excellent management of Mr. Edwin G. S. Miller. Mr. Jacob Lang, son of Gerhard Lang, has recently returned to Buffalo from New York, where he graduated from Dr. Wyatt's School of Technical Brewing, and he is now associated with Mr. Miller in the active management of the

brewery, bringing to the business practical and theoretical knowledge, which will tend to enable the company to keep up the excellent standard which it has for years maintained. The brewery occupies an entire block, bounded by Jefferson, Best, Berlin and Dodge streets, and its malthouse and brewery buildings are of the most modern description, and the equipment throughout is thorough and complete. Its brewery is the largest in Buffalo, and has an annual output of over 150,000 barrels of lager beer. The beer

is made from selected Canadian barley and is always kept at the highest standard of purity, strength and wholesomeness. All of the malting is done on the premises, over a quarter of a million of bushels of malt being turned out annually. The Gerhard Lang Park Brewery has

Close application to business and a straight-forward method of doing business account for the success which has marked the career of Mr. William Simon, who, in October, 1894, became proprietor of the John Schusler Brewery. The concern is one of the oldest establishments in Buffalo, and its annual output is the second largest, aggregating about 75,000 barrels. The business was established in 1852, and has for very many

years enjoyed an enviable reputation for the purity of its product. Mr. Simon is an expert and scientific brewer of long experience, and has built up a large business of which he is justly proud. The plant, Nos. 127 to 167 Emslie Street, is a very extensive one, occupying all the space from 689 to 709 Clinton Street, includes a main building 373x233 feet, and machinery of the most recent patterns. The trade for the output of this favorite brew-



["The Schusler Brewery is one of the oldest in Buffalo."]

ery is largely in Buffalo and the towns in the immediate neighborhood, and is energetically looked after by Mr. Simon, who devotes his entire time to the business interests of his brewery. He is, however, efficiently assisted by his son-in-law, Mr. Joseph G. Schaff.

Buffalo always has been noted as a center of the printing trade in America. Almost the first good commercial printing in this country was produced here forty years ago, and to this day there are men in distant States who are proud to describe themselves as "old Buffalo printers." The name of Matthews has always been foremost in this art. In 1855 the late J. N. Matthews was the junior partner in the firm of A. M. Clapp & Co., who then owned the Buffalo Express, and at the time of his death, six years ago, he was the proprietor of the Buffalo



['A glimpse of one half of general office.']

Express, owner of the great Matthews Building here depicted, and president of the Complete Art-Printing Works of The Matthews-Northrup Co. From small beginnings the printing industry founded by him has grown until it now occupies three-quarters of the great block, extending 166 feet on each of two principal streets of the city, and containing in all over three acres of floor space.

In lithography and show-printing Buffalo has also won a very high place, having establishments which rank among the largest and most famous in the country; but a great part of the city's eminence in popular esteem for printing is still doubtless due to the fact that it has in the Matthews-Northrup establishment a concern which is unique in being self-contained and complete. Every variety of letter-press printing, both black and colored, and every style of engraving for printing are here found under one roof and one management, together with a bindery of equal scope and completeness.

There is no other establishment in the United States where every requisite for the illustration and production of the most elaborate books can be found.

The product of such an establishment is naturally spread all over the country. Customers are found for its fine printing in every

State of the Union, and the imprint of The Matthews-Northrup Co. is familiar to admirers of the beautiful everywhere. The concern is still controlled and managed by the associates of its founder; his son, George E. Matthews, being the president. During the last three years the growth of the business has been extremely gratifying, the product being now double what it was five years ago.

The glimpse of one half of the general office shown on this page, gives a slight idea of the magnitude and careful organization of the concern. In connection with The Express newspaper, which is owned by its president and its treasurer, the concern occupies a counting-room having a frontage of 70 feet, and accommodating an office force of forty. The favorable impression which this first glance gives the stranger, he finds amply justified, if it is his good fortune to become better acquainted with the inner workings of this great bee-hive. A few steps back from the lobby, and he finds himself in the light and spacious press room of The Express, gazing upon the mammoth double supplement Hoe press, which each Sunday prints 12 or 14 pages of the 70,000 or more copies of the Illustrated Express. Then a few steps farther, and he is in a great press-room where ten of the largest and finest cylinder presses made, are constantly at work on large editions of fine printing. In the farther corner of this room is the art perfecting press which prints every week 70,000 copies of the eight-page illustrated part, which makes the Sunday Express the handsomest illustrated newspaper in the world. On this floor alone the visitor has seen over a hundred thousand dollars' worth of the finest of printing machinery.

There are four other floors,



['The great Matthews Building, containing in all over three acres of floor space.']

equally crowded with skilled workers and valuable machinery. It would take hours to visit them all, but the visitor would find it time well spent, for he would have seen one of the institutions of Buffalo, and one which by its completeness, its high character and its enterprise is worthily representative of the city.